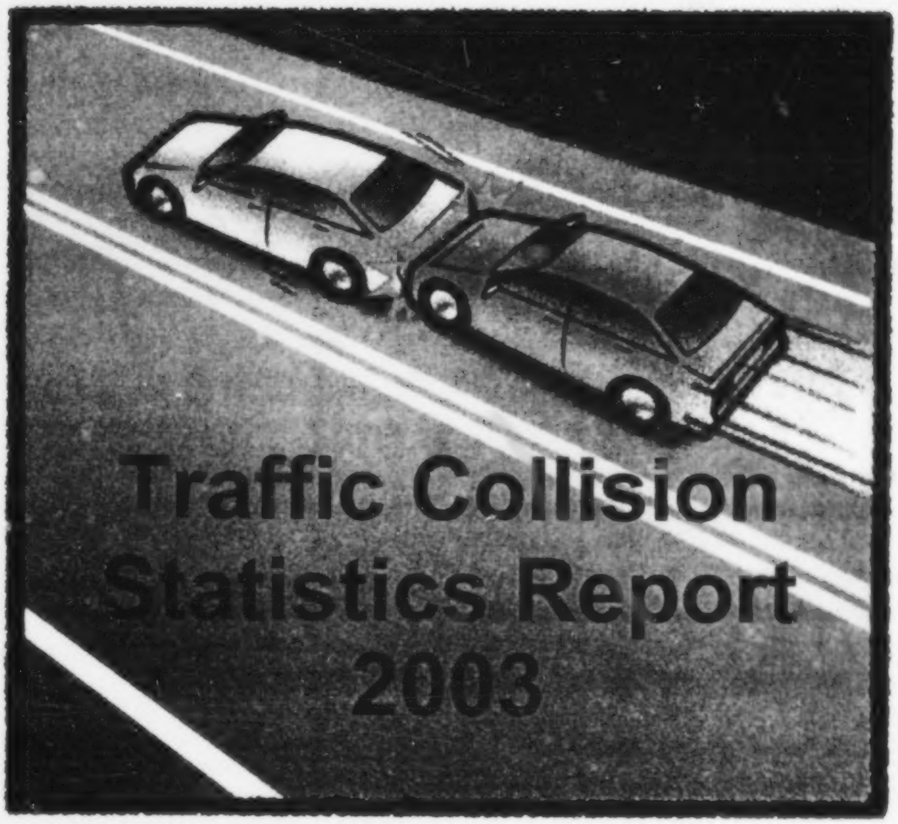

Traffic Collision Statistics Report 2003

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Preface

By law, all traffic collisions on public roads resulting in fatalities, injuries, or combined damage exceeding $1,000 must be reported to a law enforcement agency for entry into what's known as "Traffic Accident Reports." Data from these reports, compiled by Driver and Vehicle Licencing, form the basis for the *Traffic Collision Statistics Report*. Formerly a division of Manitoba's Department of Transportation and Government Services, Driver and Vehicle Licencing was integrated into Manitoba Public Insurance in 2004.

The *Traffic Collision Statistics Report* reveals the details surrounding traffic collisions in Manitoba, allowing users to analyze the reasons why collisions occur. Knowing more about collisions assists policy makers, traffic safety experts, public safety programmers, and legislators to pinpoint areas for review and create targeted approaches to preventing and reducing traffic collisions.

The importance of data collection is acknowledged in Canada's Road Safety Vision 2010, a national initiative aimed at making Canada's roads the safest in the world. The strategic objectives of the plan aim to raise public awareness of road safety issues; improve communication, co-operation and collaboration among road safety agencies; toughen enforcement measures; and improve national road safety data collection and quality.

Manitoba has more than 720,000 licenced drivers and more than 844,000 registered vehicles.

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Traffic Collision Statistics Report

Introduction

The *Traffic Collision Statistics Report* contains information obtained from all "reportable" traffic collisions in Manitoba. "Reportable" collisions are those that take place on public roads and result in fatalities, injuries or combined damage exceeding $1,000.

Section 1 (*Drivers, Vehicles, and Collision Rates: Historical Trends*) establishes collision rates for licenced drivers and registered vehicles. Data are presented as the rate per 1,000 – that is, the number of drivers (or registered vehicles) that have been involved in collisions, for every 1,000 drivers (or registered vehicles). Please note that data for fatalities, injury and property damage are presented as the rate per 10,000 drivers, taking into account the much smaller totals in these categories compared with the total number of collisions.

Section 2 (*Licenced Drivers*) is an overview of the driving population, providing a breakdown of licenced drivers by age, gender and licence status (active or suspended).

Section 3 (*Vehicle Registrations*) covers three vehicle categories: Non-Commercial, Commercial and Off-Road. Lapsed, cancelled and suspended vehicle registrations are not included in this section.

Sections 4 through 10 contain detailed collision data. Here you can review fatal and injury collision data by month, day or time of crash; consider factors such as road surface or weather; and break down location within the province. You will also find information about collision victims, pedestrian victims, the vehicles involved, the drivers involved and commercial vehicle collisions.

Section 11 covers Off-Road Vehicle Collisions.

Section 12 (*Alcohol-Related Criminal Code Convictions*) highlights drinking and driving convictions in Manitoba from 1986 to 2002 and also provides comparison data for the years 1986, 1990 and 2002.

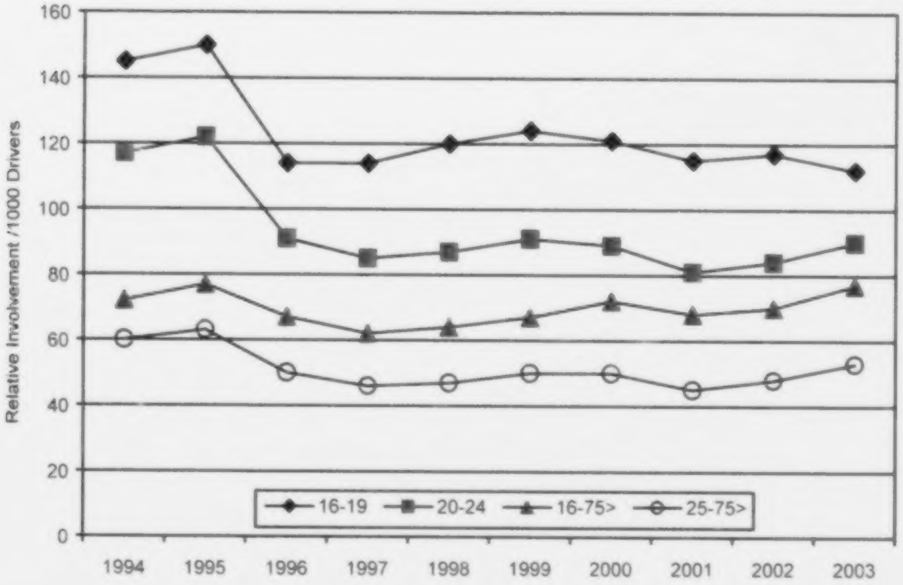
Annual collision statistics, such as those contained in the *Traffic Collision Statistics Report*, are used to:

- indicate trends,
- identify problem driver and vehicle factors,
- evaluate current programs and new provincial road safety initiatives,
- monitor commercial vehicle collisions in accordance with the National Safety Code,
- identify highway locations which may require improvement from a safety and a highway planning perspective, and
- guide development of new policies and programs to reduce the frequency and severity of traffic accidents in the province.

Government agencies, law enforcement agencies, research organizations, consultants, public health officials and academics are among those who draw upon the collision data contained within this report.

Section 1

Drivers, Vehicles, and Collision Rates Historical Trends



Fatal, Injury, and Property Damage Collisions by Total Licenced Drivers[1]

1994 – 2003

Year	Licenced Drivers	Total Collisions	Collisions /1,000 Drivers	Total Fatal	Fatal /10,000 Drivers	Total Injury	Injury /10,000 Drivers	Total P. Damage	P. Damage /10,000 Drivers
1994	675659	29744	44.0	98	1.5	9706	143.7	19940	295.1
1995	680142	32398	47.6	108	1.6	8783	129.1	23507	345.6
1996	684798	29089	42.5	79	1.2	7509	109.7	21501	314.0
1997	687229	27113	39.5	101	1.5	6698	97.5	20334	295.9
1998	692941	27124	39.1	109	1.6	6879	99.3	20136	290.6
1999	702851	28667	40.8	99	1.4	6959	99.0	21609	307.4
2000	706512	30973	43.8	92	1.3	6931	98.1	23950	339.0
2001	710456	30999	43.6	82	1.2	6656	93.7	24261	341.5
2002	715793	31983	44.7	99	1.4	6953	97.2	24931	348.3
2003	720099	34933	48.5	98	1.3	7312	101.5	27523	382.2

[1] Licenced drivers include active and suspended drivers who held a valid licence within the licencing year.

Over the past 10 years, traffic collisions have increased by 17.4% (29,744 to 34,933) while licenced drivers have increased by 6.6%. Collision rates for licenced drivers have increased by 10.2% from 44.0/1,000 drivers in 1994 to 48.5/1,000 drivers in 2003. Fatal collision rates decreased by 13.3% from 1.5/10,000 drivers in 1994 to 1.3/10,000 drivers in 2003. Injury collision rates decreased by 29.4% from 143.7/10,000 drivers in 1994 to 101.5/10,000 drivers in 2003.

Fatal, Injury, and Property Damage Collisions by Vehicles Registered[1]

1997 – 2003

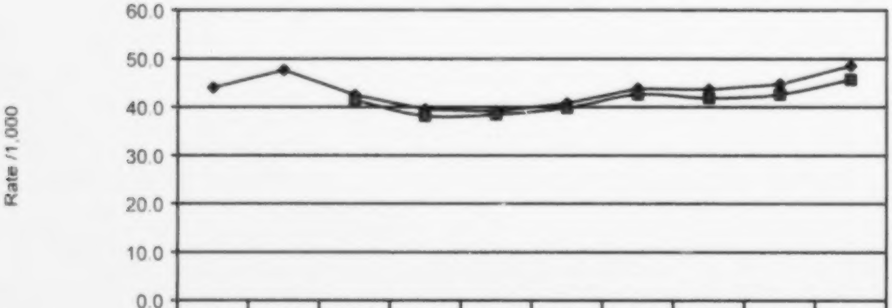
Year	Vehicles Registered [2]	Total Collisions	Collisions /1,000 Vehicles	Total Fatal	Fatal /10,000 Vehicles	Total Injury	Injury /10,000 Vehicles	Total P. Damage	P. Damage /10,000 Vehicles
1997	711632	27113	38.1	101	1.4	6698	94.1	20334	285.7
1998	706541	27124	38.4	109	1.5	6879	97.4	20136	285.0
1999	719534	28667	39.8	99	1.4	6959	96.7	21609	300.3
2000	727562	30973	42.6	92	1.3	6931	95.3	23950	329.2
2001	742033	30999	41.8	82	1.1	6656	89.7	24261	327.0
2002	750631	31983	42.6	99	1.3	6953	92.6	24931	332.1
2003	763761	34933	45.7	98	1.2	7312	95.7	27523	360.3

[1] Since 1997, vehicles registered have excluded lapsed, cancelled and suspended registrations.

[2] Vehicles registered exclude off-road vehicles, snow vehicles (HTA), trailers (HTA), tractors other than farm and PSV trailers.

Between 1997 and 2003, traffic collision rates have increased by 19.9% from 38.1/1,000 vehicles registered in 1997 to 45.7/1,000 in 2003. Fatal collision rates have decreased by 14.3% from 1.4/10,000 registered vehicles in 1997 to 1.2/10,000 in 2003. Injury collision rates increased by 1.7% from 94.1/10,000 registered vehicles in 1997 to 95.7/10,000 in 2003.

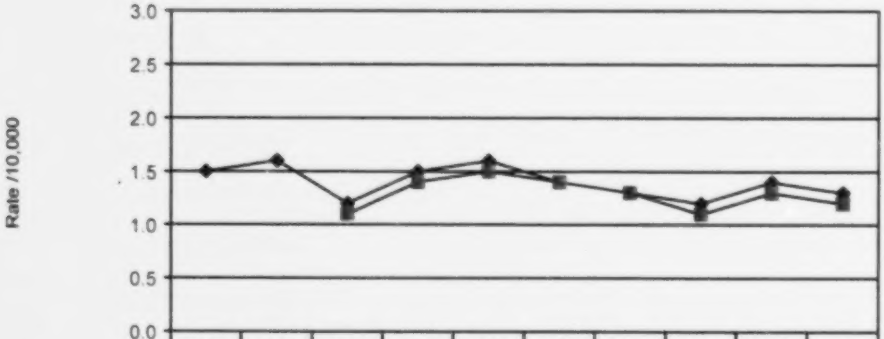
Total Collisions
/1,000 Licenced Drivers and Vehicles Registered
1994 - 2003 and 1996 - 2003



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
◆ Licenced Drivers	44.0	47.6	42.5	39.5	39.1	40.8	43.8	43.6	44.7	48.5
■ Vehicles Registered	n/a	n/a	41.4	38.1	38.4	39.8	42.6	41.8	42.6	45.7

This graph represents a 10-year history of collision rates by licenced drivers and a eight-year collision rate for vehicles. The years 1997 to 1999 represent a low in collision rates for licenced drivers. The 2003 figure was the highest collision rate for the 10-year period.

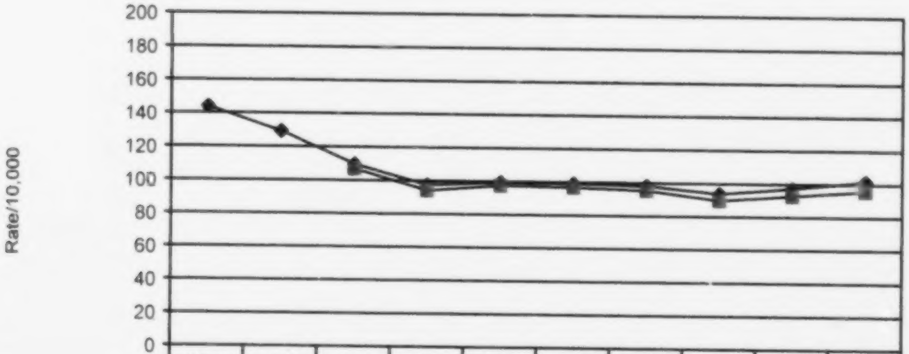
Fatal Collisions
/10,000 Licenced Drivers and Vehicles Registered
1994 - 2003 and 1996 - 2003



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
◆ Licenced Drivers	1.5	1.6	1.2	1.5	1.6	1.4	1.3	1.2	1.4	1.3
■ Vehicles Registered	n/a	n/a	1.1	1.4	1.5	1.4	1.3	1.1	1.3	1.2

Fatal collision rates by licenced drivers declined by 13.3% between 1994 and 2003. The fatal collision rate by registered vehicles (1.2/10,000) was 9.1% higher than in 1996.

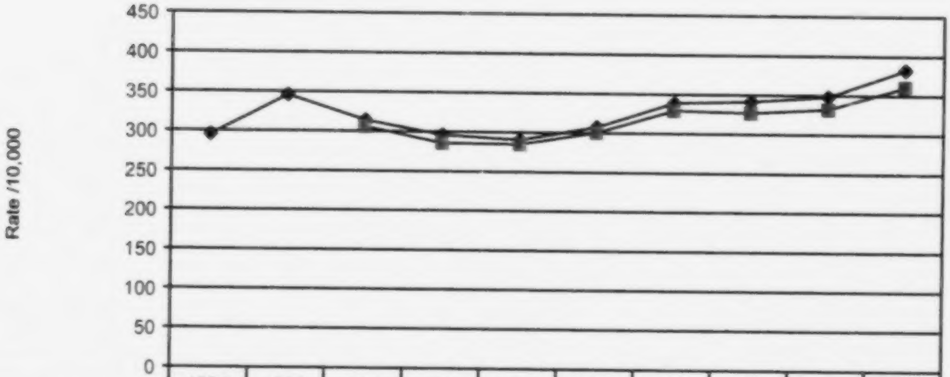
Injury Collisions
/10,000 Licenced Drivers and Vehicles Registered
1994 - 2003 and 1996 - 2003



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
—◆— Licenced Drivers	143.7	129.1	109.7	97.5	99.3	99.0	98.1	93.7	97.2	101.5
—■— Vehicles Registered	n/a	n/a	106.8	94.1	97.4	96.7	95.3	89.7	92.6	95.7

Overall, injury collision rates for licenced drivers declined by 29.4%, from 143.7/10,000 in 1994 to 101.5/10,000 in 2003. Injury collision rates by vehicles registered decreased by 10.4%, from 106.8/10,000 registered vehicles in 1996 to 95.7/10,000 in 2003.

Property Damage Collisions
/10,000 Licenced Drivers and Vehicles Registered
1994 - 2003 and 1996 - 2003



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
—◆— Licenced Drivers	295.1	345.6	314.0	295.9	290.6	307.4	339.0	341.5	348.3	382.2
—■— Vehicles Registered	n/a	n/a	305.8	285.7	285.0	300.3	329.2	327.0	332.1	360.5

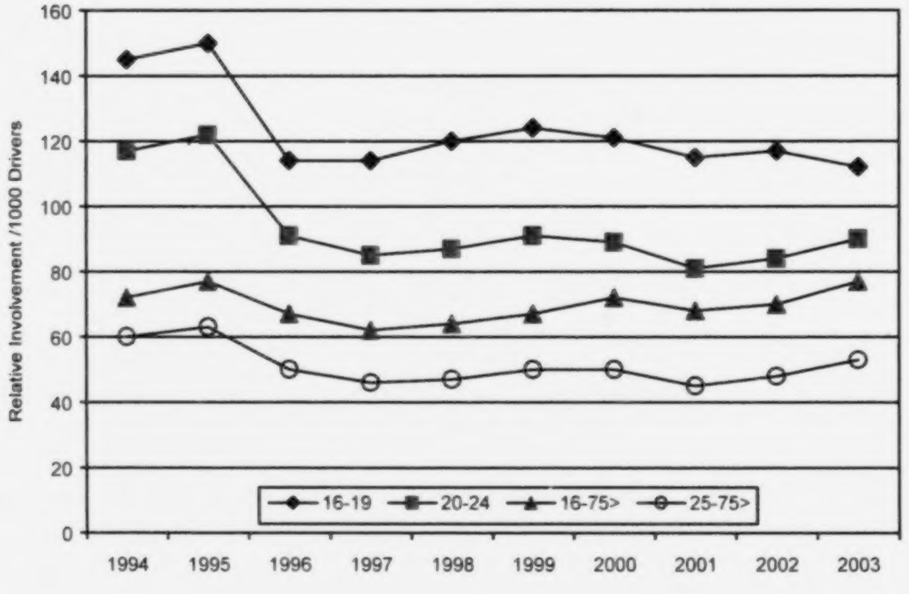
Property damage collision rates rose by 29.5% from 295.1/10,000 in 1994 to 382.2/10,000 in 2003 (licenced drivers) and by 17.9%, from 305.8/10,000 in 1996 to 360.5/10,000 in 2003 (vehicles registered).

Relative Involvement
/1,000 Active Licenced Drivers by Age Group
1994 – 2003

Age Group	Year									
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
16-19	145	150	117	117	120	124	121	115	117	112
20-24	117	122	95	89	87	91	89	81	84	90
25-34	80	85	68	63	62	64	62	57	60	64
35-44	63	64	54	51	50	53	53	48	53	59
45-54	54	57	49	45	44	47	46	44	46	52
55-64	47	48	42	38	39	42	40	38	40	45
65-74	41	42	38	34	34	36	37	34	36	40
75>	43	45	38	33	36	38	38	38	36	41
Ages 16-75>	72	77	70	64	64	67	72	68	70	77
Ages 25-75>	60	63	50	46	47	50	50	45	48	53

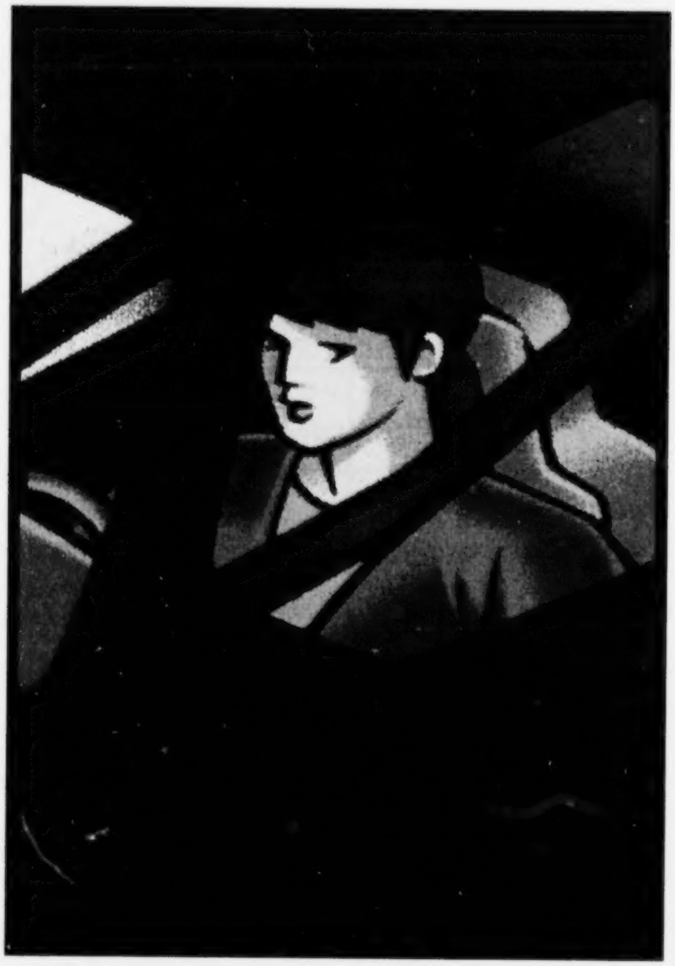
Relative involvement rates indicate 16-19 year olds, followed by those aged 20-24, are more likely to be involved in collisions than any other age group. This explains why the relative involvement rates for all ages (16-75>) are substantially higher than for those aged 25-75> (77/1,000 versus 53/1,000).

Relative Involvement
/1,000 Drivers by Selected Age Group
1994 – 2003



Section 2

Licenced Drivers



Class 1-5 Licenced Drivers
by Age Group, Sex and Driver Status

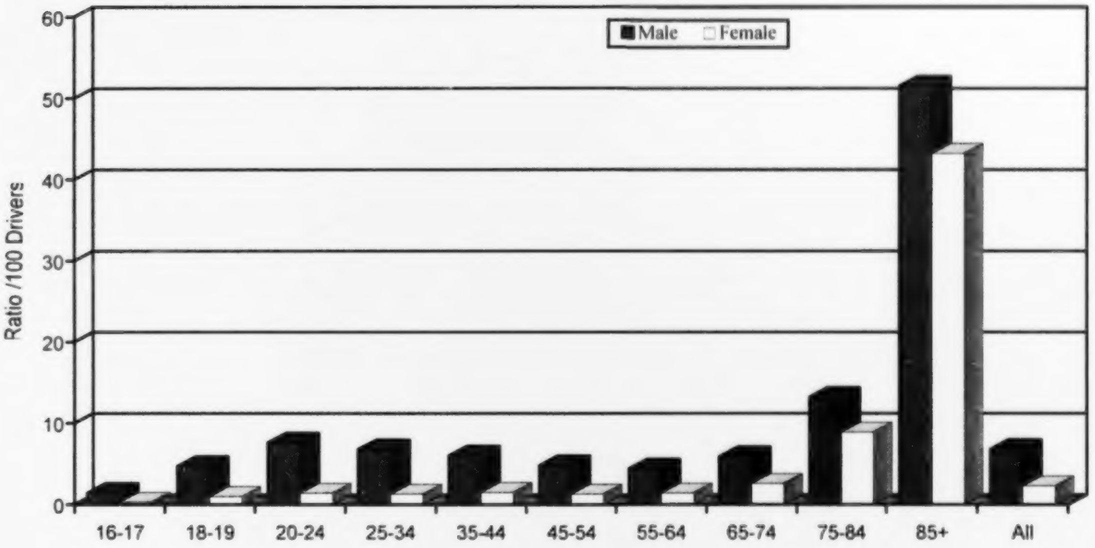
Age Group	Sex	Active Drivers	Suspended Drivers	Total Drivers	%	Suspended /100 Drivers
16-17	M	11071	153	11224		1.4
	F	10369	30	10399		0.3
	Total	21440	183	21623	3.0	0.8
18-19	M	11841	590	12431		4.7
	F	11269	118	11387		1.0
	Total	23110	708	23818	3.3	3.0
20-24	M	28271	2335	30606		7.6
	F	27054	380	27434		1.4
	Total	55325	2715	58040	8.1	4.7
25-34	M	57710	4221	61931		6.8
	F	56380	762	57142		1.3
	Total	114090	4983	119073	16.5	4.2
35-44	M	72559	4648	77207		6.0
	F	69644	1055	70699		1.5
	Total	142203	5703	147906	20.6	3.9
45-54	M	71445	3641	75086		4.8
	F	67326	900	68226		1.3
	Total	138771	4541	143312	19.9	3.2
55-64	M	49520	2291	51811		4.4
	F	44898	655	45553		1.4
	Total	94418	2946	97364	13.5	3.0
65-74	M	31310	1951	33261		5.9
	F	27096	719	27815		2.6
	Total	58406	2670	61076	8.5	4.4
75-84 *	M	17954	2731	20685		13.2
	F	15434	1512	16946		8.9
	Total	33388	4243	37631	5.2	11.3
85+ *	M	3201	3401	6602		51.5
	F	2074	1580	3654		43.2
	Total	5275	4981	10256	1.4	48.6
All Ages	M	354882	25962	380844		6.8
	F	331544	7711	339255		2.3
	Total	686426	33673	720099	100.0	4.7

Active drivers include the annual average of drivers on file with a driver licence expiry date in the future. Suspended drivers refer to an annual average of drivers who are suspended.

* The rate of suspension for drivers aged 75+ is more than four times higher than for drivers of all ages: 19.3/100 licenced drivers versus 4.7/100. This is primarily due to the fact that a higher proportion of older drivers were indefinitely suspended for medical reasons.

Note: Since the vast majority of Class 6 licence holders also possess Class 1 to 5 licences, the numbers in the above table have been included in the previous Class 1 to 5 totals.

Comparison of Male and Female Class 1-5 Suspended Drivers /100 Licenced Drivers



Total Class 1-5 Licenced Drivers by Year and Driver Status 1994 - 2003

Licencing Year	Active Drivers	Suspended Drivers	Total Drivers
1994	648748	26877	675625
1995	652220	27922	680142
1996	655566	29232	684798
1997	658602	28627	687229
1998	663980	28961	692941
1999	672824	30027	702851
2000	675532	30980	706512
2001	678616	31840	710456
2002[1]	682980	32813	715793
2003[1]	686426	33673	720099
% Change 1994-2003	5.8	25.3	6.6

[1] Excludes drivers holding only a Class 6 licence whose numbers generally range between 25 to 30 annually.

Between 1994 and 2003 the number of suspended drivers increased at a rate four times greater than for active drivers – 25.3% versus 5.8%.

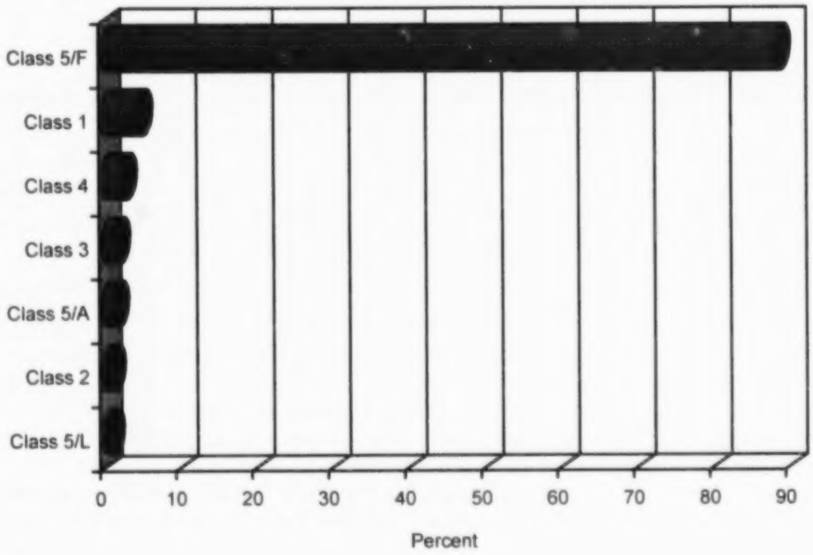
Class 1-5 Licenced Drivers
by Licence Class, Driver Status and Sex

Licence Class	Active Drivers				Suspended Drivers				Total	%
	Male	Female	S/Total	%	Male	Female	S/Total	%		
1.0	29546	1178	30724	4.5	959	16	975	2.9	31699	4.4
2.0	4722	1587	6309	0.9	106	16	122	0.4	6431	0.9
3.0	9794	275	10069	1.4	314	5	319	0.9	10388	1.5
4.0	12518	4630	17148	2.5	621	72	693	2.0	17841	2.5
5/A	2498	4413	6911	1.0	312	93	405	1.2	7316	1.0
5/F	286776	310291	597067	87.0	23532	7474	31006	92.1	628073	87.2
5/I	3267	2796	6063	0.9	49	4	53	0.2	6116	0.8
5/L	5761	6374	12135	1.8	69	31	100	0.3	12235	1.7
Total	354882	331544	686426	100.0	25962	7711	33673	100.0	720099	100.0

Manitoba Class 5 Driver's Licence Stages

5/A - Learner licence acquired before introduction of Graduated Driver Licencing
5/F - Full Class 5 licence
5/I - Intermediate Stage under Graduated Driver Licencing
5/L - Learner licence under Graduated Driver Licencing

Distribution of Class 1-5 Drivers,
by Licence Class



Active and Suspended Class 1-5 Male Drivers
by Age Group and Licence Class

Age Group	Status	Licence Class								Total
		1.0	2.0	3.0	4.0	5/A	5/F	5/I	5/L	
16-17	Active	0	0	0	0	273	3426	2909	4463	11071
	Suspd[1]	0	0	0	0	7	89	40	17	153
	Subtotal	0	0	0	0	280	3515	2949	4480	11224
18-19	Active	66	1	13	50	582	10632	105	392	11841
	Suspd[1]	0	0	0	2	46	525	5	12	590
	Subtotal	66	1	13	52	628	11157	110	404	12431
20-24	Active	1034	46	251	695	603	25204	105	333	28271
	Suspd[1]	46	2	8	19	65	2181	0	14	2335
	Subtotal	1080	46	259	714	668	27385	105	347	30606
25-34	Active	5229	365	1102	3050	517	47033	85	329	57710
	Suspd[1]	207	8	33	97	85	3769	1	21	4221
	Subtotal	5436	373	1135	3147	602	50802	86	350	61931
35-44	Active	8305	1122	2270	3841	276	56536	41	168	72559
	Suspd[1]	227	34	52	168	42	4119	3	3	4648
	Subtotal	8532	1156	2322	4009	318	60655	44	171	77207
45-54	Active	8683	1594	3608	3277	118	54097	16	52	71445
	Suspd[1]	208	35	110	175	22	3091	0	0	3641
	Subtotal	8891	1629	3718	3452	140	57188	16	52	75086
55-64	Active	4818	1193	1932	1359	61	40135	5	17	49520
	Suspd[1]	168	12	61	103	7	1938	0	2	2291
	Subtotal	4986	1205	1993	1462	68	42073	5	19	51811
65-74	Active	1292	364	561	228	36	28823	1	5	31310
	Suspd[1]	72	6	36	33	5	1799	0	0	1951
	Subtotal	1364	370	597	261	41	30622	1	5	33261
75-84*	Active	117	37	54	18	17	17710	0	1	17954
	Suspd[1]	24	6	6	17	16	2662	0	0	2731
	Subtotal	141	43	60	35	33	20372	0	1	20685
85+*	Active	2	0	3	0	15	3180	0	1	3201
	Suspd[1]	7	3	8	7	17	3359	0	0	3401
	Subtotal	9	3	11	7	32	6539	0	1	6602
Total	Active	29546	4722	9794	12518	2498	286776	3267	5761	354882
	Suspd[1]	959	106	314	621	312	23532	49	69	25962
	Grand Total	30505	4828	10108	13139	2810	310308	3316	5830	380844

[1] Suspd = Suspended

Among males, the 35-44 age group accounted for the highest number of active and suspended drivers. The 45-54 age group accounted for the second highest number of active drivers while the 25-34 age group recorded the second highest number of suspended drivers.

*Drivers aged 75 and older accounted for 23.6% of suspended drivers. The age groups 75-84 and 85+ display a comparatively higher number of suspensions as drivers in these age groups typically represent drivers indefinitely suspended for medical reasons. As well, driving records of deceased drivers are not regularly deleted from the drivers' file.

Active and Suspended Class 1-5 Female Drivers by Age Group and Licence Class

Age Group	Status	Licence Class								Total
		1.0	2.0	3.0	4.0	5/A	5/F	5/I	5/L	
16-17	Active	0	0	0	0	409	3060	2486	4414	10369
	Suspd[1]	0	0	0	0	5	11	2	12	30
	Subtotal	0	0	0	0	414	3071	2488	4426	10399
18-19	Active	2	0	0	13	884	9900	65	405	11269
	Suspd[1]	0	0	0	0	17	97	2	2	118
	Subtotal	2	0	0	13	901	9997	67	407	11387
20-24	Active	33	6	12	374	1015	25115	59	440	27054
	Suspd[1]	0	0	0	0	14	359	0	7	380
	Subtotal	33	6	12	374	1029	25474	59	447	27434
25-34	Active	245	156	26	1595	1077	52532	116	633	56380
	Suspd[1]	2	0	0	14	18	723	0	5	762
	Subtotal	247	156	26	1609	1095	53255	116	638	57142
35-44	Active	408	538	42	1487	600	66224	48	297	69644
	Suspd[1]	12	8	0	22	12	996	0	5	1055
	Subtotal	420	546	42	1509	612	67220	48	302	70699
45-54	Active	359	578	93	895	295	64963	13	130	67326
	Suspd[1]	2	5	3	21	3	866	0	0	900
	Subtotal	361	583	96	916	298	65829	13	130	68226
55-64	Active	126	277	90	239	81	44040	7	38	44898
	Suspd[1]	0	2	2	8	2	641	0	0	655
	Subtotal	126	279	92	247	83	44681	7	38	45553
65-74	Active	5	31	11	27	27	26981	2	12	27096
	Suspd[1]	0	0	0	2	3	714	0	0	719
	Subtotal	5	31	11	29	30	27695	2	12	27815
75-84*	Active	0	1	1	0	21	15407	0	4	15434
	Suspd[1]	0	1	0	5	9	1497	0	0	1512
	Subtotal	0	2	1	5	30	16904	0	4	16946
85+*	Active	0	0	0	0	4	2069	0	1	2074
	Suspd[1]	0	0	0	0	10	1570	0	0	1580
	Subtotal	0	0	0	0	14	3639	0	1	3654
Total	Active	1178	1587	275	4630	4413	310291	2796	6374	331544
	Suspd[1]	16	16	5	72	93	7474	4	31	7711
	Grand Total	1194	1603	280	4702	4506	317765	2800	6405	339255

[1] Suspd = Suspended

Among females, the 35-44 age group accounted for the highest number of active drivers. However, only 1.5% of drivers in that age group were suspended versus 2.3% of drivers of all ages.

*Drivers aged 75 and older accounted for 40.1% of suspended drivers. Their comparatively higher percentage of suspensions is primarily due to the higher rates of indefinite suspension for medical reasons. As well, driving records are not regularly deleted from the drivers' files.

Class 6 Active Licenced Drivers by Age Group, Sex and Driver Status

Age Group	Sex	Active Drivers	%
16-17	M	148	
	F	6	
	Total	154	0.3
18-19	M	402	
	F	57	
	Total	459	0.9
20-24	M	1650	
	F	188	
	Total	1838	3.6
25-34	M	5223	
	F	579	
	Total	5802	11.4
35-44	M	14040	
	F	1531	
	Total	15571	30.6
45-54	M	17107	
	F	1903	
	Total	19010	37.3
55-64	M	5523	
	F	533	
	Total	6056	11.9
65-74	M	1390	
	F	108	
	Total	1498	3.0
75-84	M	442	
	F	33	
	Total	475	0.9
85+	M	50	
	F	1	
	Total	51	0.1
All Ages	M	45975	
	F	4939	
	Total	50914	100.0

Active drivers include the annual average of drivers on file with a driver licence expiry date in the future.

The largest percentage of male motorcyclists occurs in the 45-54 (37.2%) and 35-44 (30.5%) age groups. The situation is similar for female motorcyclists with those aged 45-54 accounting for 38.5% and those aged 35-44 for 31.0%.

Note: Since the vast majority of Class 6 licence holders also possess Class 1 to 5 licences, the numbers in the above table have been included in the previous Class 1 to 5 totals.

Total Class 6 Active Licenced Drivers
1994 - 2003

Licencing Year	Active Drivers
1994	45407
1995	45866
1996	46033
1997	46184
1998	46448
1999	46993
2000	46931
2001	46784
2002	46905
2003	50914
% Change 1994-2003	12.1

The number of motorcyclists remained stable between 1999 and 2002 but rose by 8.6% between 2002 and 2003.

Manitoba Class 6 Driver's Licence Stages

6/A -	Learner licence acquired before introduction of Graduated Driver Licencing
6/F -	Full Class 6 licence
6/L -	Learner licence under Graduated Driver Licencing
6/M -	Licence received after passing written test, entitling holder to take the Motorcycle Training Course

Class 6 Active Licenced Drivers
by Licence Class, Driver Status and Sex

LicenceClass	Active Drivers			
	Male	Female	Total	%
6/A	1423	257	1680	3.3
6/F	42513	4144	46657	91.6
6/L	1730	462	2192	4.3
6/M	309	76	385	0.8
Total	45975	4939	50914	100.0

Full Class 6 licence holders accounted for 91.6% of all Manitoba-licenced motorcyclists while learners under the Graduated Driver Licencing program accounted for 4.3%.

Active Class 6 Male Drivers
by Age Group and Licence Class

Age Group	Licence Class				Total	% of Total
	6/A	6/F	6/L	6/M		
16-17	2	8	103	35	148	0.3
18-19	53	101	205	43	402	0.9
20-24	324	722	504	100	1650	3.6
25-34	588	4120	446	69	5223	11.4
35-44	280	13474	245	41	14040	30.5
45-54	119	16810	163	15	17107	37.2
55-64	44	5420	55	4	5523	12.0
65-74	9	1370	9	2	1390	3.0
75-84	4	438	0	0	442	1.0
85+	0	50	0	0	50	0.1
Total	1423	42513	1730	309	45975	100.0

The highest number of male learners under Graduated Driver Licencing (GDL) appears in the 20-24 age group (504 or 29.1%) and among those aged 25-34 (446 or 25.8%). Those who still have learner licences predating GDL (i.e., 6/A) tend to be older, with 73.4% over 24 versus 53.1% of those with learner licences acquired under GDL.

Active Class 6 Female Drivers
by Age Group and Licence Class

Age Group	Licence Class				Total	% of Total
	6/A	6/F	6/L	6/M		
16-17	0	0	5	1	6	0.1
18-19	7	12	30	8	57	1.2
20-24	39	44	87	18	188	3.8
25-34	79	349	132	19	579	11.7
35-44	81	1314	121	15	1531	31.0
45-54	45	1765	80	13	1903	38.5
55-64	4	521	6	2	533	10.8
65-74	2	106	0	0	108	2.2
75-84	0	32	1	0	33	0.7
85+	0	1	0	0	1	-.-
Total	257	4144	462	76	4939	100.0

The highest number of female learners under Graduated Driver Licencing GDL) appears in the 25-34 age group (132 or 28.6%) and among those aged 35-44 (121 or 26.2%). Unlike males, however, females with learner licences acquired under GDL tend to be older, with 73.6% of them over 24 versus 82.1% of those whose learner licences predate GDL.

Class Licence System Quick Reference Chart

Licence Class	Description
1	Class 1 licence permits the holder to operate all motor vehicles (except motorcycles) or combination of vehicles, semi-trailers, trucks, buses, etc., including all vehicles in Classes 2, 3, 4, and 5.
2	Class 2 licence permits the holder to operate all vehicles except vehicles in Class 1 and 6.
3	Class 3 licence permits the holder to operate all motor vehicles except vehicles in Classes 1, 2, and 6.
4	Class 4 licence permits the holder to operate all motor vehicles except vehicles in Classes 1, 2, 3, and 6.
5	Class 5 licence permits the holder to operate a Class 5 motor vehicle and a Class 3 motor vehicle if it is registered as a farm truck.
6	Class 6 licence permits the holder to operate a motorcycle. Operation of vehicles in Classes 1 to 5 are prohibited, unless the Class 6 licence is held in conjunction with Class 1, 2, 3, 4 or 5 licence.

Vehicle Classification Quick Reference Chart

Vehicle Class	Description
1	Semi-trailer trucks.
2	Buses having a seating capacity of over 24 passengers, while carrying passengers, and school buses having a seating capacity of over 36 passengers, while carrying passengers.
3	Trucks with more than two axles, including any combination of vehicles, or trucks with two axles towing a vehicle with a registered gross vehicle weight (GVW) of more than 4,540 kg. but does not include a semi-trailer truck.
4	Taxis, ambulances, and any other emergency vehicles, buses with a seating capacity between 10 and 24 passengers (while carrying passengers) and school buses with a seating capacity between 10 and 36 passengers, while carrying passengers.
5	Passenger cars, a bus while not carrying passengers, trucks with two axles, and any combination of vehicles consisting of a truck with two axles and a towed vehicle with a registered gross vehicle weight (GVW) of up to 4,540 kg.
6	Motorcycles.

Section 3

Vehicle Registrations

By Non-Commercial Vehicle Class
2003

Vehicle Class	Net Total	%
Passenger	530665	67.8
Antique	62	-.-
Motorcycle/Moped	7,070	0.9
Truck	119,386	15.2
Farm Truck	44702	5.7
Snow Vehicle	21	-.-
Trailer	81062	10.4
Tractor (Other than Farm-type)	79	-.-
Total Vehicles Registered	783047	100.0
Off-Road Vehicles (*The Off-Road Vehicles Act*)		
Total ORVs Registered[1]	34249	

[1] includes snowmobiles, off-road vehicle motorcycles, all-terrain vehicles, amphibious vehicles, dune/sport buggy and 4-wheel drive vehicles operated off-road

By Commercial Vehicle Class
2003

Vehicle Class[1]	Net Total	%
Commercial Truck	17108	27.6
Public Service Vehicle Truck	6771	10.9
Dealer and Repairer	4511	7.3
Taxi/Livery/Limousine	841	1.4
Public Service Vehicle Bus	73	0.1
Commercial Trailer	32572	52.6
Public Service Vehicle Trailer	51	0.1
Total Vehicles Registered	61927	100.0

[1] For definition of these motor vehicle classes refer to the glossary.

Each motorcycle is counted as 0.5. Motorcycle registrations are based on Transport Canada's methodology: a motorcycle is not used for the full year; therefore it is counted as 0.5.

Summary
1998 – 2003

Registration Class	1998	1999	2000	2001	2002	2003	% Change 2002-2003
Non-Commercial Vehicle Class							
Passenger	488,974	496,295	502,987	511,300	520,200	530,665	2.0
Antique	54	58	68	73	75	62	[2]
Motorcycle/Moped	5,128	4,893	5,217	5,694	6,361	7,070	11.1
Truck	113,777	116,054	115,740	116,702	117,875	119,386	1.3
Farm Truck	48,725	47,912	46,726	46,263	45,651	44,702	-2.1
Snow Vehicle	26	27	25	22	23	21	[2]
Trailer	69,491	72,175	73,334	76,633	77,544	81,062	4.5
Tractor (non-farm)	84	78	73	80	83	79	[2]
Subtotal	726,259	737,492	744,170	756,767	767,812	783,047	2.0
Commercial Vehicle Class							
Truck	16,002	16,249	16,196	16,372	16,473	17,108	3.9
PSV – Truck	3,289	3,646	3,776	5,686	6,163	6,771	9.9
Dealer/Repairer	4,142	4,538	4,814	5,015	4,953	4,511	-8.9
Taxi/Livery	803	763	833	840	823	841	2.2
PSV-Bus	19	64	71	71	73	73	[2]
Trailers[1]	25,628	29,062	31,134	34,017	31,984	32,572	1.8
PSV-Trailers	23	26	30	35	47	51	[2]
Subtotal	49,906	54,348	56,854	62,036	60,516	61,927	2.3
Total Registrations	**776,165**	**791,840**	**801,024**	**818,803**	**828,328**	**844,974**	**2.0**
Snowmobiles							
Total	24,214	25,170	29,291	29,288	30,918	34,149	10.4
Off-Road Vehicle Dealer Plates							
Total	232	236	260	238	229	247	7.9

[1] Commercial trailers include semi-trailers.

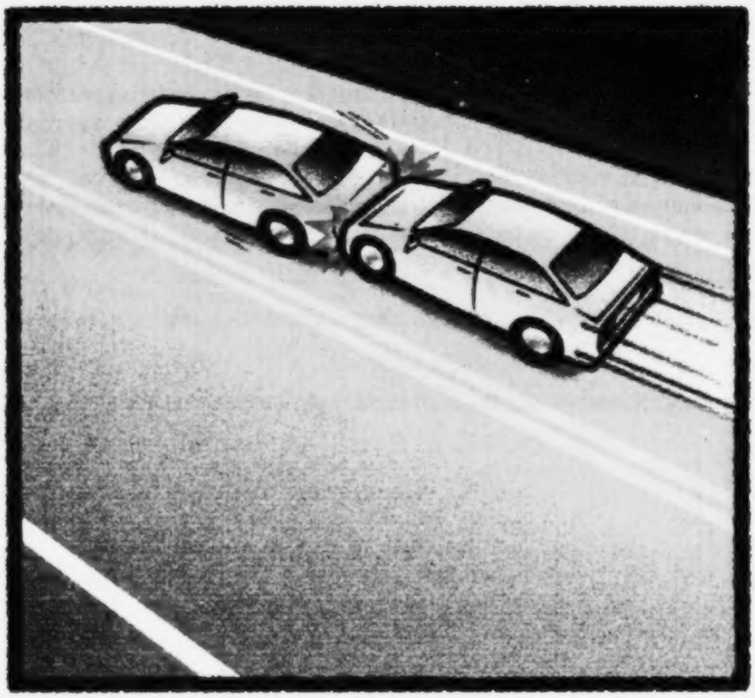
[2] Numbers too low to permit valid comparison

The vehicle registration figures for 2003 cannot be compared with figures appearing before 1996 since the reporting threshold excludes lapsed, cancelled, and suspended vehicle registrations and includes transfers and short term policies.

Total vehicle registrations (excluding off-road vehicles) increased by 8.9% between 1998 and 2003, from 776,165 to 844,974. Non-commercial vehicle registrations rose by 7.8%, from 726,259 to 783,047 while commercial vehicle registrations increased by 24.1%, from 49,906 to 61,927.

Section 4

Traffic Collisions



INTRODUCTION TO SECTION 4

This section begins with a 10-year summary highlighting the four key elements of traffic collisions:

- the number of collisions;
- the number of victims killed or injured;
- the number of vehicles involved in the collisions; and
- the number of drivers involved.

Crashes are defined by three accident severity types: fatal, injury and property damage. A fatal traffic accident is a crash where an injured victim dies within 30 days. A motor vehicle collision resulting in injury but not death is an injury collision. Property damage crashes in excess of $1,000 combined damage must also be reported to a law enforcement agency.

The elements examined in this section include:

- month, day, time of crash;
- environmental (weather, road surface); and
- provincial locations (cities/towns).

It is important to note that the number of fatal or injured collisions is not an indicator of the number of fatal or injured victims as each collision can result in multiple victims.

The term, "collision type", refers to the object struck by a motor vehicle (for example, a pedestrian, another motor vehicle, or a fixed object) or to what happened to the vehicle in a single-vehicle mishap (for example, overturned, ran off road). The term, "collision severity", refers to fatal, injury, and property damage collisions.

Urban and rural locations are identified to indicate significant regional variations in collision severity and collision type.

"Accident configuration" briefly describes the action taken by a vehicle immediately prior to the collision.

Ten Year Summary
1994– 2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Collisions	29744	32398	29089	27133	27124	28667	30973	30999	31983	34933
Fatal	98	108	79	101	109	99	92	82	99	98
Injury	9706	8783	7509	6698	6879	6959	6931	6656	6953	7312
Property Damage	19940	23507	21501	20334	20136	21609	23950	24261	24931	27523
Total Victims	13951	12266	10560	9267	9652	9810	9596	9096	9642	9886
Killed	119	128	93	119	121	113	111	94	109	104
Injured	13832	12138	10467	9148	9531	9697	9485	9002	9533	9782
Total Vehicles Involved	51099	55392	49712	45959	46005	48457	52810	51123	52829	57589
Fatal	161	188	115	147	170	157	140	138	156	150
Injury	18140	16120	13428	11955	12371	12543	12362	11770	12384	12827
Property Damage	32798	39084	36169	33857	33464	35757	40308	39215	40289	44612
Total Drivers Involved	46651	50319	46020	42324	42578	44862	48859	46324	48082	52693
Fatal	152	171	110	142	164	151	136	127	149	146
Injury	17421	15530	12891	11487	11908	12096	11943	11377	11957	12321
Property Damage	29078	34618	33019	30695	30506	32615	36780	34820	35976	40226

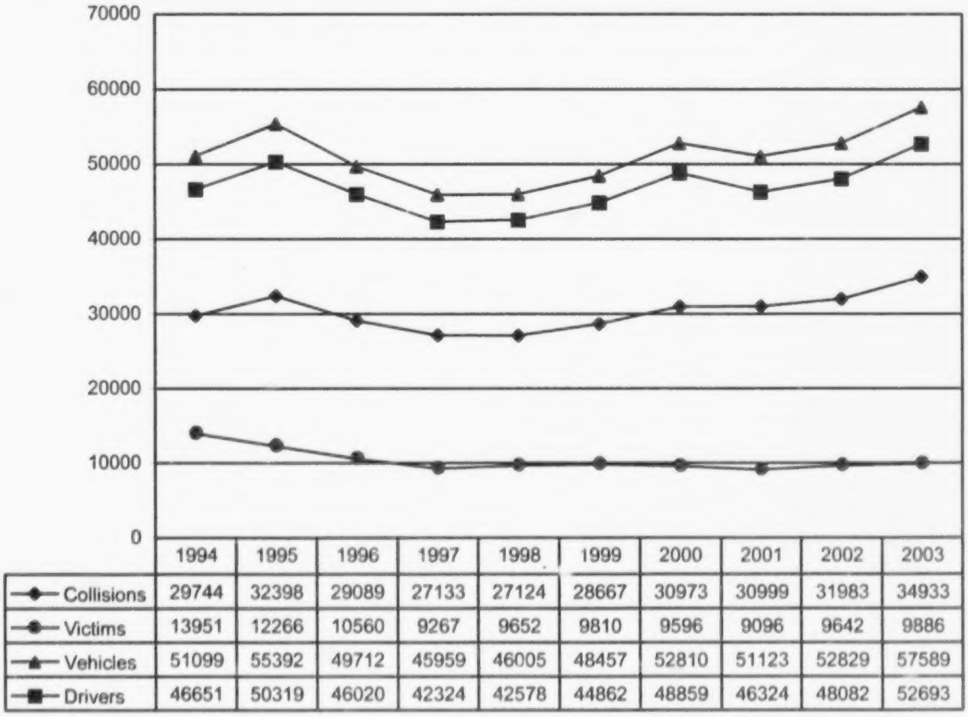
Total accidents increased by 9.2%, from 31,983 in 2002 to 34,933 in 2003. Fatal accidents decreased from 99 to 98. Injury (6,953 to 7,312) and property damage (24,931 to 27,523) collisions increased by 5.2% and 10.4% respectively.

The overall number of collision victims increased by 2.5% from 9,642 in 2002 to 9,886 in 2003. The number of victims killed decreased by 4.6% from 109 in 2002 to 104 in 2003. Victims injured increased by 2.6% from 9,533 in 2002 to 9,782 in 2003.

There were a total of 57,589 vehicles involved in traffic collisions in 2003, 9.0% more than the 52,829 recorded in 2002. The number of vehicles involved in fatal traffic accidents decreased by 3.8% from 156 in 2002 to 150 in 2003. Vehicles involved in injury collisions increased by 3.6% from 12,384 in 2002 to 12,827 in 2003. Property damage vehicle involvement increased by 10.7% from 40,289 in 2002 to 44,612 in 2003.

The overall number of drivers involved in traffic collisions increased by 9.6% from 48,082 in 2002 to 52,693 in 2003. The number of drivers involved in fatal collisions dropped by 2.0% from 149 in 2002 to 146 in 2003. Drivers involved in injury collisions increased by 3.0% from 11,957 in 2002 to 12,321 in 2003. Drivers involved in property damage collisions increased from 35,976 in 2002 to 40,226 in 2003, a 11.8% increase.

Ten Year Summary
1994 – 2003



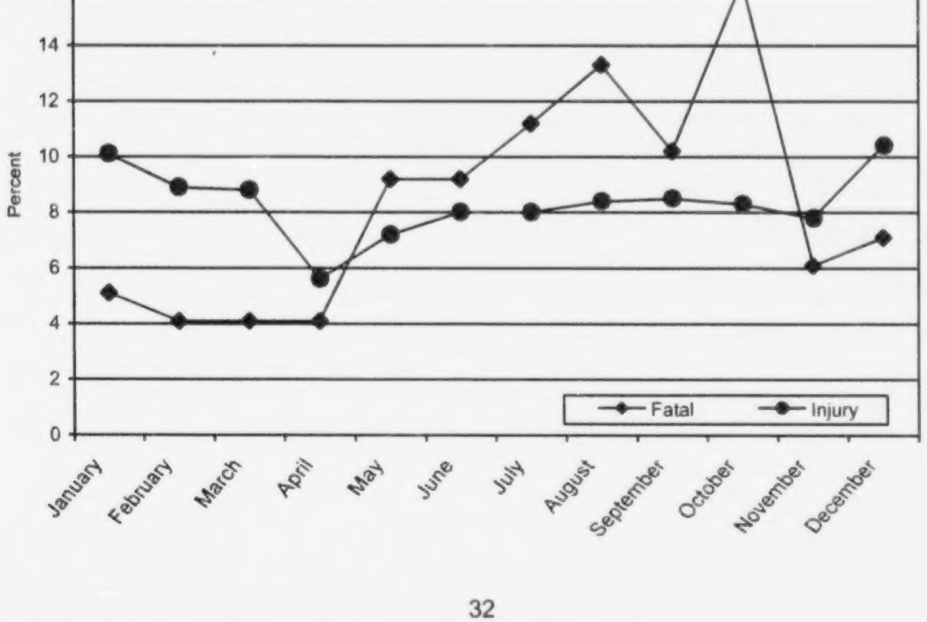
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
—◆— Collisions	29744	32398	29089	27133	27124	28667	30973	30999	31983	34933
—●— Victims	13951	12266	10560	9267	9652	9810	9596	9096	9642	9886
—▲— Vehicles	51099	55392	49712	45959	46005	48457	52810	51123	52829	57589
—■— Drivers	46651	50319	46020	42324	42578	44862	48859	46324	48082	52693

By Month of Occurrence and Collision Type
2003

Month	Collision Type			Total	%
	Fatal	Injury	Property Damage		
January	5	739	2819	3563	10.2
February	4	649	2523	3176	9.1
March	4	643	2601	3248	9.3
April	4	416	1699	2119	6.1
May	9	523	1719	2251	6.4
June	9	582	2013	2604	7.5
July	11	588	1890	2489	7.1
August	13	617	1931	2561	7.3
September	10	618	1927	2555	7.3
October	16	606	2416	3038	8.7
November	6	571	2811	3388	9.7
December	7	760	3174	3941	11.3
Total	98	7312	27523	34933	100.0

January, November and December accounted for 31.2% of the total collisions occurring in 2003. Fatal collisions occurred almost twice as often for the period of July to December than January to June (63 versus 35). Of these months, October, followed by August, had the highest number of fatal crashes. December recorded the highest number of injury (760) and property damage (3174) collisions.

Comparison of Fatal and Injury Collisions
by Month of Occurrence
2003



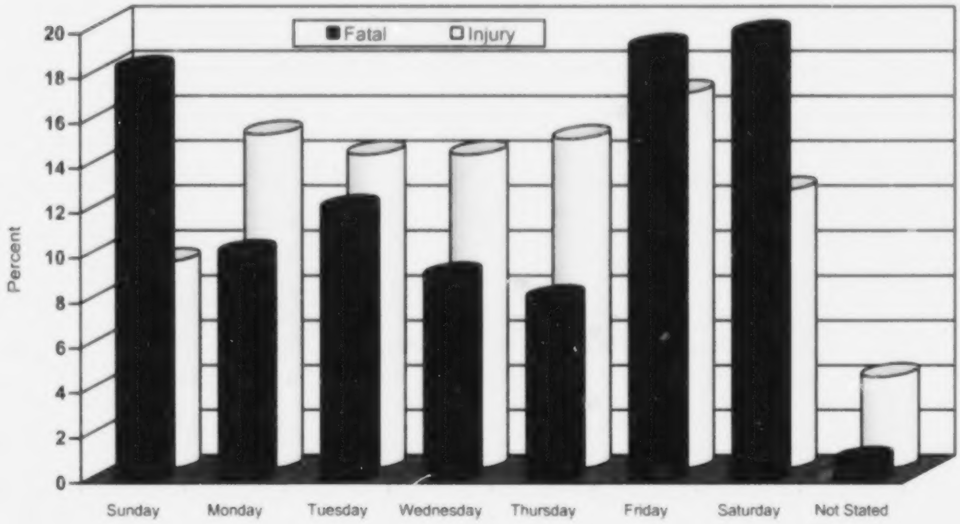
By Day of Occurrence and Collision Type
2003

Day	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Sunday	18	670	2723	3411	9.8
Monday	10	1093	3635	4738	13.6
Tuesday	12	1028	3588	4628	13.3
Wednesday	9	1025	3725	4759	13.6
Thursday	8	1073	3965	5046	14.4
Friday	19	1218	4768	6005	17.2
Saturday	21	906	3805	4732	13.5
Not Stated	1	299	1314	1614	4.6
Total	98	7312	27523	34933	100.0

Overall, more accidents occurred on Friday (17.2%) than on any other day of the week. Fatal crashes occurred most often on weekends while injury collisions occurred more often on weekdays.

Collisions that resulted in deaths occurred more frequently on Fridays and Saturdays (40.8%), while fewest fatal collisions took place on Thursdays, at 8.2%. Injury collisions happened most often on Fridays and Mondays (16.7% and 14.9%), while these crashes occurred least often on Sundays, at 9.2%.

Fatal and Injury Collisions
by Day of Occurrence
2003

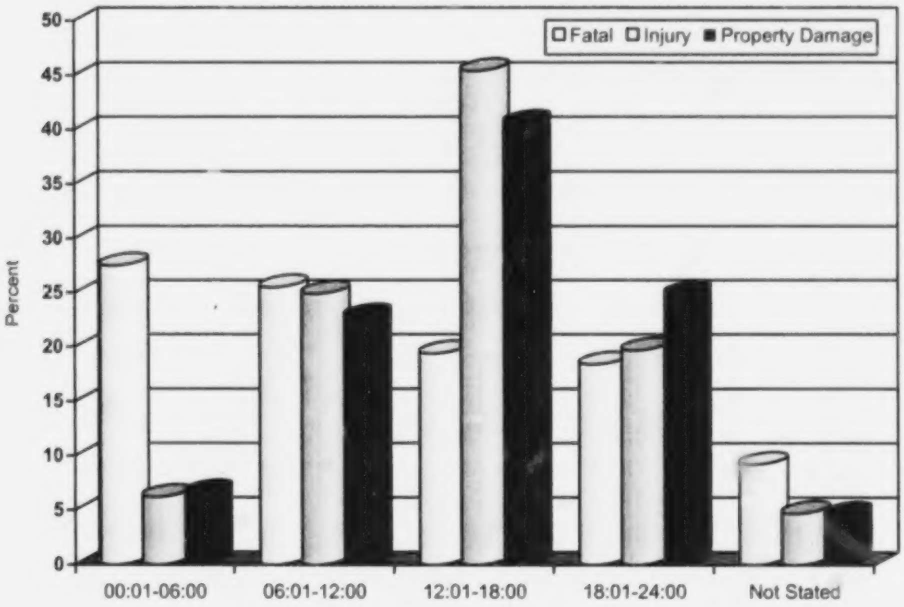


By Time of Occurrence and Collision Type
2003

Time	Collision Type			Total	%
	Fatal	Injury	Property Damage		
00:01 - 06:00	27	458	1857	2342	6.7
06:01 -12:01	25	1752	6313	8090	23.2
12:01 - 18:00	19	3319	11196	14534	41.6
18:01 - 24:00	18	1440	6868	8326	23.8
Not Stated	9	343	1289	1641	4.7
Total	98	7312	27523	34933	100.0

Overall, the highest incidence of traffic collisions (41.6%) occurred between 12:01 - 18:00 hours. Collisions were six times more likely to occur in this time frame than the early morning. The 00:01 to 6:00 time frame accounted for 27.5% of fatal collisions while the 12:01 - 18:00 time frame accounted for 45.4% of injury collisions.

Comparison of Traffic Collisions
by Time of Occurrence and Collision Type
2003



By Collision Type and Urban/Rural Location
2003

Collision Type	Location												
	Urban				Rural				Provincial Total				%
	Fatal	Injury	Property Damage	Total	Fatal	Injury	Property Damage	Total	Fatal	Injury	Property Damage	Total	
Pedestrian	9	471	7	487	3	17	0	20	12	488	7	507	1.4
Motor Vehicle	6	4549	18633	23188	32	395	882	1309	38	4944	19515	24497	70.1
Train	1	4	6	11	1	4	2	7	2	8	8	18	0.1
Motorcycle	2	86	39	127	2	40	9	51	4	126	48	178	0.5
Animal Drawn[1]	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	1	305	19	325	1	11	0	12	2	316	19	337	1.0
Animal	0	15	234	249	0	193	3750	3943	0	208	3984	4192	12.0
Fixed Object	2	304	1918	2224	0	75	288	363	2	379	2206	2587	7.4
Other Object	0	14	109	123	1	25	108	134	1	39	217	257	0.7
Overturned	0	6	15	21	3	64	62	129	3	70	77	150	0.4
Ran Off Roadway	3	100	247	350	31	625	1007	1663	34	725	1254	2013	5.8
Other Non Collision	0	3	52	55	0	6	136	142	0	9	188	197	0.6
Total	24	5857	21279	27160	74	1455	6244	7773	98	7312	27523	34933	100.0

[1] Vehicle pulled by animal

In urban areas, the primary collision type was "motor vehicle to motor vehicle" which accounted for 85.4% of total reportable collisions, while in rural areas, the primary collision type was "motor vehicle to animal" at 50.7%.

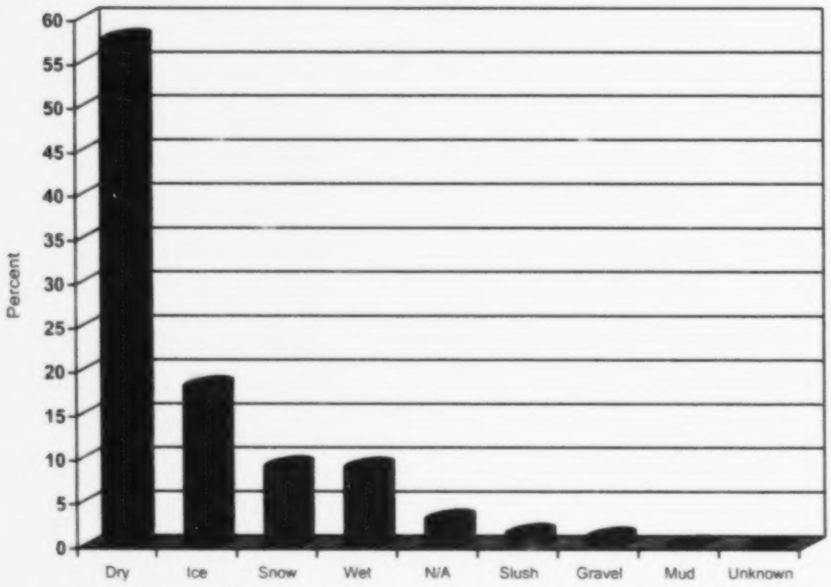
Fatal collisions occurred three times as often on rural roadways than in urban areas. In urban areas, "pedestrian" and "motor vehicle" were the primary fatal collision types, whereas in rural areas, "motor vehicle" and "ran off roadway" were the most frequently identified fatal collision types.

By Road Surface Condition and Collision Type
2003

Road Surface Condition	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Dry	64	4375	15710	20149	57.7
Wet	12	805	2315	3132	9.0
Mud	0	9	41	50	0.2
Snow	4	534	2645	3183	9.1
Ice	6	1200	5162	6368	18.2
Slush	3	139	392	534	1.5
Loose Sand/Gravel/Dirt	8	126	263	397	1.1
Fresh Oil	0	3	4	7	-.-
Not Applicable	1	120	973	1094	3.1
Other	0	0	3	3	-.-
Unknown	0	1	15	16	0.1
Total	98	7312	27523	34933	100.0

Of the total traffic collisions, 57.7% occurred under "dry" road surface conditions. Ice, wet and snow-covered road surfaces accounted for 22.4% of fatal collisions, 34.7% of injury collisions, and 36.8% of property damage collisions.

Distribution of Total Collisions by Road Surface Condition
2003

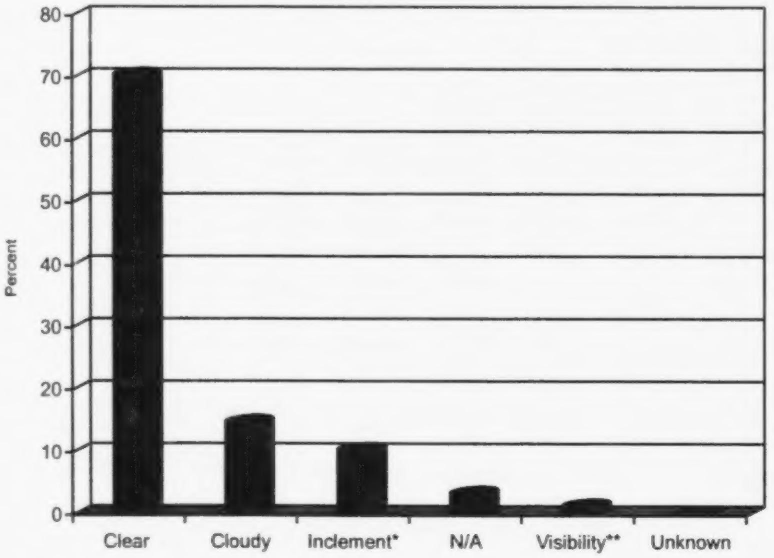


By Weather Condition and Collision Type
2003

Weather Condition	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Clear	60	5212	19285	24557	70.3
Cloudy	20	1085	4035	5140	14.7
Raining	5	289	891	1185	3.4
Snowing	4	391	1587	1982	5.6
Fog or Mist	2	80	340	422	1.2
Smoke or Dust	0	7	11	18	0.1
Freezing Rain/Sleet/Hail	1	29	71	101	0.3
Drifting Snow	3	49	163	215	0.6
Strong Winds	1	37	99	137	0.4
Not Applicable	2	133	1021	1156	3.3
Unknown	0	0	20	20	0.1
Other	0	0	0	0	0.0
Total	98	7312	27523	34933	100.0

"Clear" weather conditions accounted for 70.3% of total traffic collisions and 61.2% of fatal traffic collisions. "Cloudy", "raining", and "snowing" accounted for 29.6% of fatal collisions, 24.1% of injury collisions, and 23.7% of property damage collisions.

Distribution of Total Collisions by Weather Condition 2003



*Inclement weather includes raining, snowing, freezing rain/sleet/hail, drifting snow and strong winds. **Visibility weather conditions include fog/mist and smoke/dust.

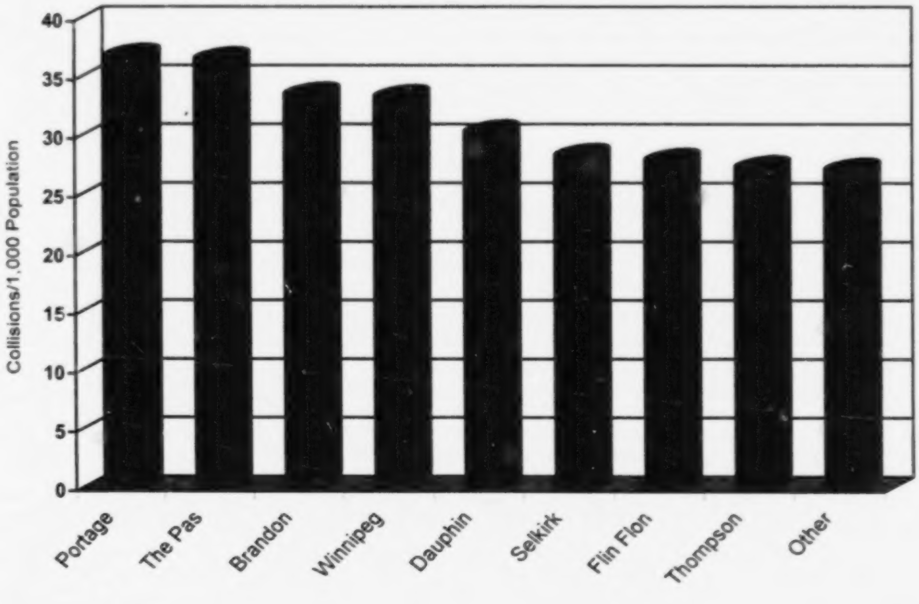
By Provincial Location and Collision Type
2003

Location	Collision Type			Total	%	Collisions /1,000 Population[1]
	Fatal	Injury	Property Damage			
Winnipeg	19	4979	15677	20675	59.2	33.4
Brandon	0	223	1113	1336	3.8	33.6
Portage la Prairie	0	68	412	480	1.4	36.9
Flin Flon	1	13	154	168	0.5	28.0
Dauphin	0	25	221	246	0.7	30.4
Thompson	1	32	331	364	1.0	27.4
The Pas	0	17	195	212	0.6	36.6
Selkirk	0	50	227	277	0.8	28.4
Other – Urban	3	450	2949	3402	9.7	27.2
Other – Rural	74	1455	6244	7773	22.3	
Total	98	7312	27523	34933	100.0	31.2

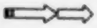
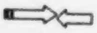
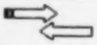
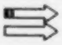
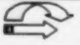
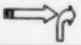
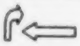
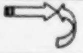
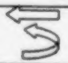
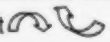
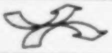
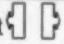
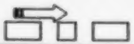
[1] Based on 2001 rounded-up census statistics from Statistics Canada.

Of the total traffic collisions, 59.2% occurred within the City of Winnipeg, while 22.3% of the total collisions occurred in rural areas. However, rural roadway collisions accounted for 75.5% of total fatal collisions.

Distribution of Total Collisions by Provincial Location /1,000 Population
2003



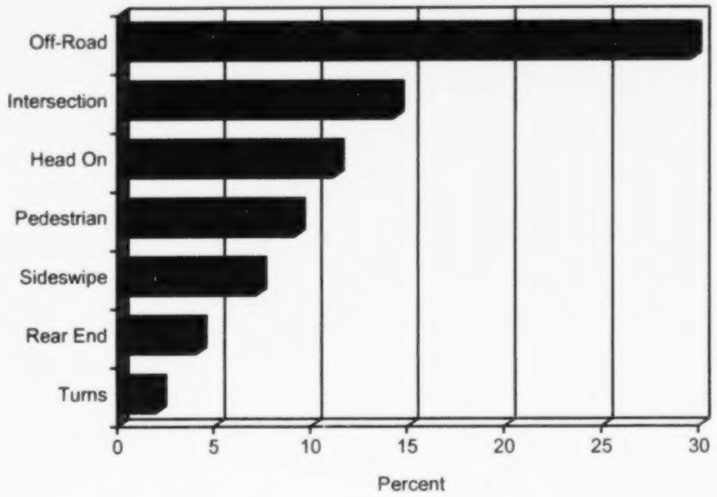
By Accident Configuration and Collision Type
2003

Configuration	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Rear End 	4	2227	5270	7501	21.5
Head On 	11	101	254	366	1.1
Side Swipe 	3	69	361	433	1.2
Side Swipe 	4	168	1501	1673	4.8
Overtaking 	0	95	509	604	1.7
Right Turn 	0	30	162	192	0.5
Right Turn 	1	20	85	106	0.3
Left Turn 	1	77	240	318	0.9
Left Turn 	0	40	188	228	0.6
Left Turn	0	372	995	1367	3.9
Intersection 90°	14	1308	3127	4449	12.7
Off-Road Right 	13	338	679	1030	3.0
Off-Road Left 	16	308	439	763	2.2
Fixed Object 	0	261	1543	1804	5.2
Parking 	0	41	1575	1616	4.6
Pedestrian	9	417	11	437	1.3
Other[1]	22	1440	10584	12046	34.5
Total	98	7312	27523	34933	100.0

[1] Accidents with two or more vehicles involved or more than one collision configuration.

"Rear-end", "90^0 intersection" and "off-road" configurations accounted for 39.4% of total crashes. Leading collision configurations resulting in death are "off-road" (29.6%), "90^0 intersection" (14.3%) and "head-on" at 11.2%. Injury and property damage display different configuration patterns than fatal crashes. "Rear-end" collisions accounted for the largest percentage of injury collisions (30.4%) followed by "intersection" (17.9%). There was considerably more variation in property damage configurations with the "other" category accounting for 38.5%; double its percentage of injury collision configurations.

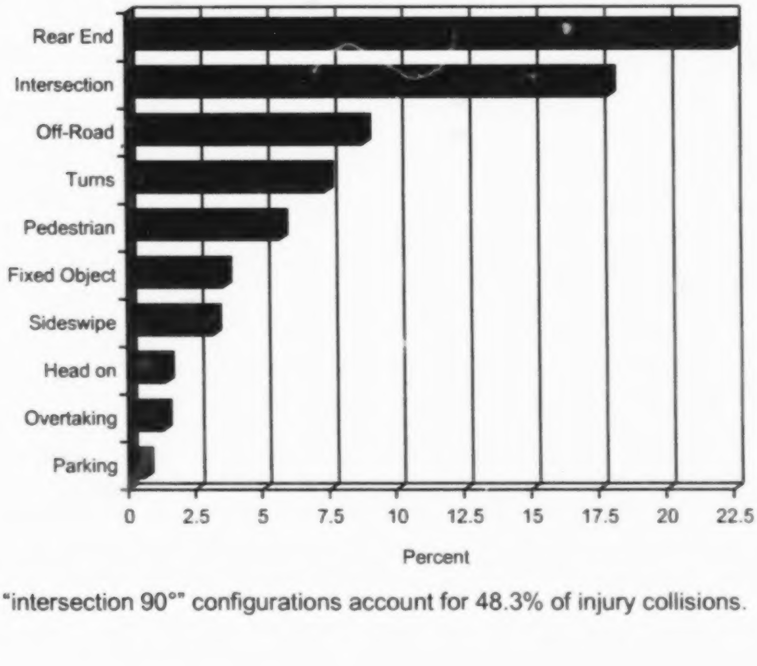
Distribution of Top Seven Fatal Collisions by Accident Configuration 2003



Configuration describes collisions involving more than two vehicles/more than one configuration.

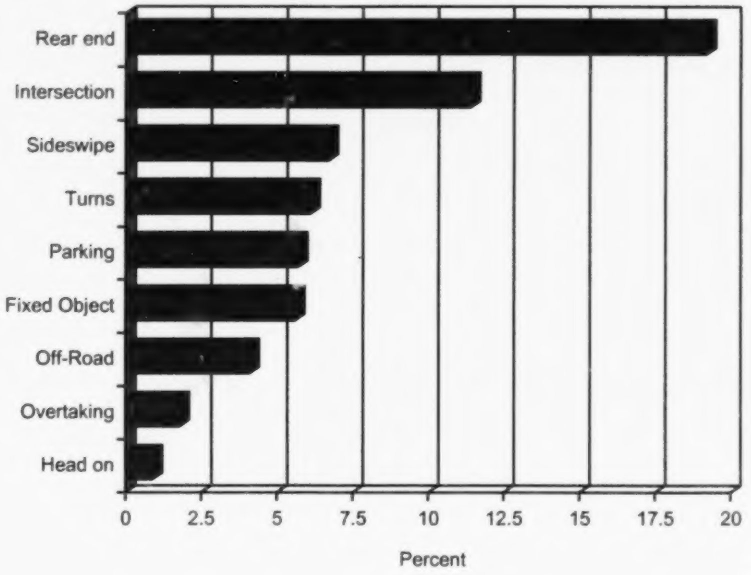
Of all fatal collisions, 43.9% occurred in "off-road" and "intersection 90° " configurations. "Off-road" configurations refer to cases where either a single vehicle entered the right ditch or crossed the road and entered the left ditch.

Distribution of Injury Collisions by Accident Configuration 2003



"Rear-end" and "intersection 90°" configurations account for 48.3% of injury collisions.

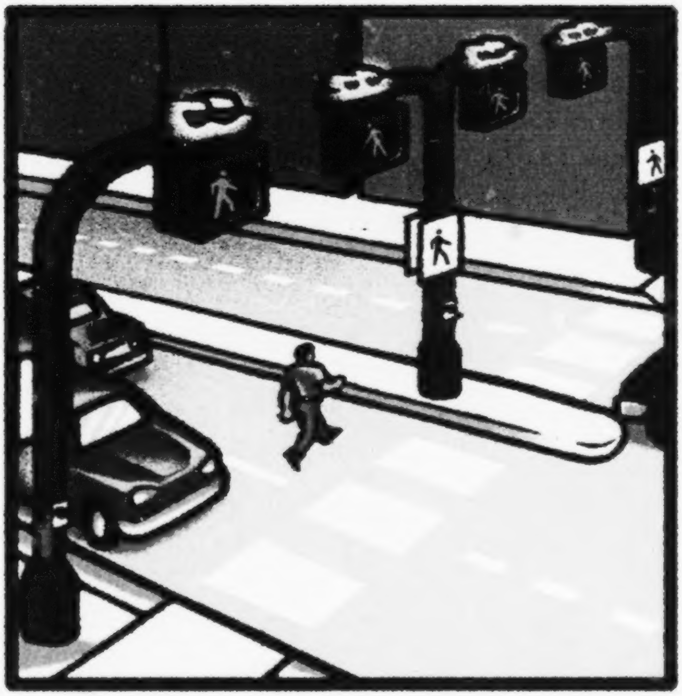
Distribution of Property Damage Collisions by Accident Configuration
2003



"Rear-end" and "intersection 90°" configurations account for 30.5% of property damage collisions.

Section 5

Collision Victims



INTRODUCTION TO SECTION 5

This section deals with victims killed and injured as a result of vehicle crashes. "Killed" refers to those individuals who die within 30 days of the crash.

There are four types of non-fatal injured victims:

- minimal - required no hospital treatment;
- minor - treated and released;
- major - victim was admitted to hospital; and
- non-specified injury.

The elements examined in this section include:

- month, day, time of crash;
- age group and gender;
- road user class;
- collision type and configuration; and
- safety equipment usage.

"Accident configuration" indicates the number of individuals killed and injured while the vehicles were involved in particular manoeuvres (such as turning left, approaching too close - rear end, side swipe) or approaches (such as intersection). The section also indicates the degree to which vehicle defects contributed to death or injury.

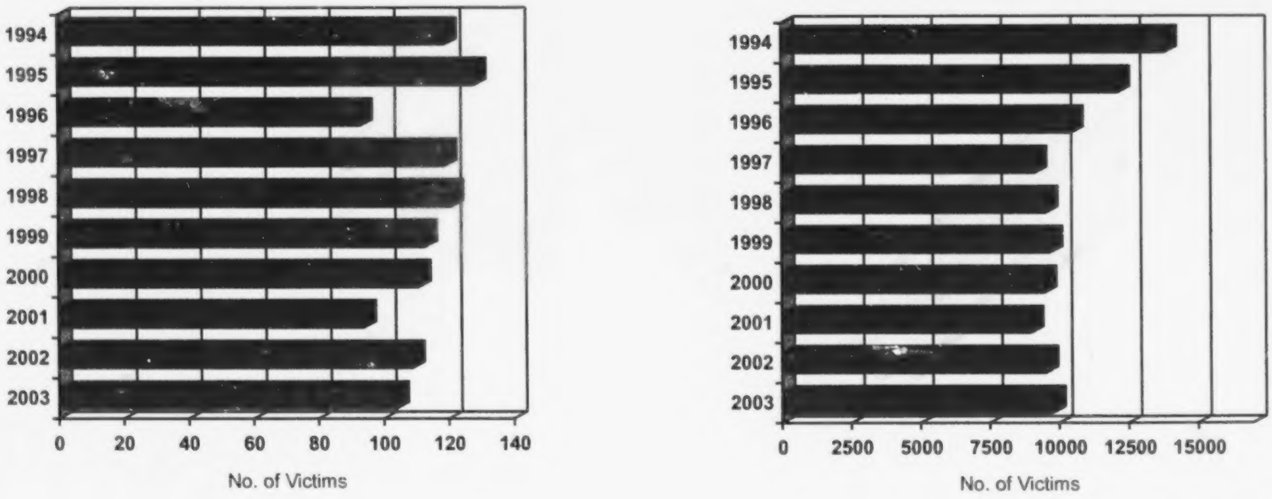
The final table of this section refers to safety equipment usage for all vehicle occupants involved in fatal collisions. At this time, no record is kept of the degree to which safety equipment prevented a vehicle user from becoming a victim since only victims are recorded.

Ten Year Summary
1994 – 2003

Year	Injury Type		Total
	Killed	Injured	
1994	119	13832	13951
1995	128	12138	12266
1996	93	10467	10560
1997	119	9148	9267
1998	121	9531	9652
1999	113	9697	9810
2000	111	9485	9596
2001	94	9002	9096
2002	109	9533	9642
2003	104	9782	9886

The total number of people killed and injured in traffic collisions increased by 2.5% between 2002 and 2003 (9642 to 9886). Fatalities dropped from 109 to 104, a decrease of 4.6%. Injured victims increased by 2.6% between 2002 and 2003 (9533 to 9782). On average 27 people were injured each day.

Comparison of Collision Victims
Ten Year Summary
1994 – 2003



Killed

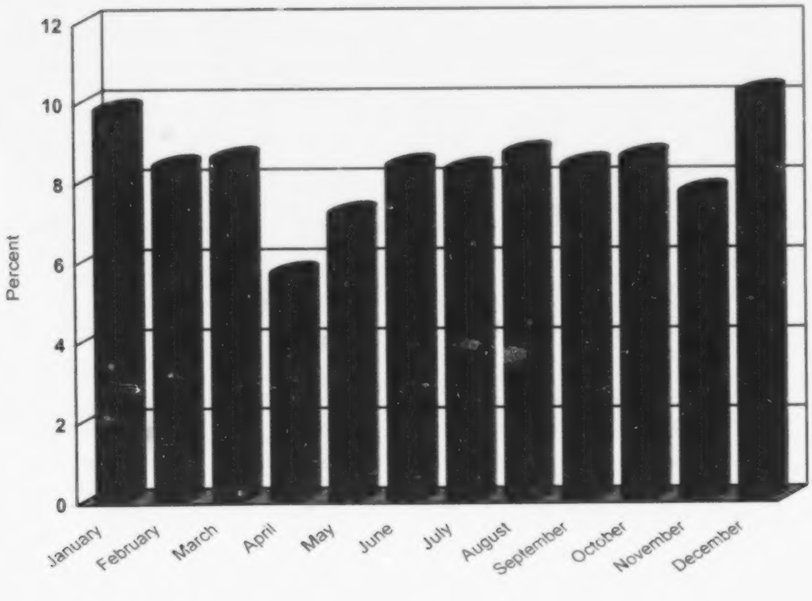
Injured

By Month of Occurrence and Injury Type
2003

Month	Injury Type		Total	%
	Killed	Injured		
January	5	969	974	9.8
February	4	821	825	8.4
March	6	841	847	8.6
April	4	565	569	5.7
May	10	707	717	7.2
June	10	819	829	8.4
July	11	808	819	8.3
August	14	849	863	8.7
September	11	817	828	8.4
October	16	832	848	8.6
November	6	751	757	7.7
December	7	1003	1010	10.2
Total	104	9782	9886	100.0

The fewest fatalities occurred between January and April and November and December, with October accounting for the highest percentage, 15.4%. The greatest number of nonfatal injuries occurred in December (10.3%) and January (9.9%).

Distribution of Total Collision Victims
By Month of Occurrence
2003

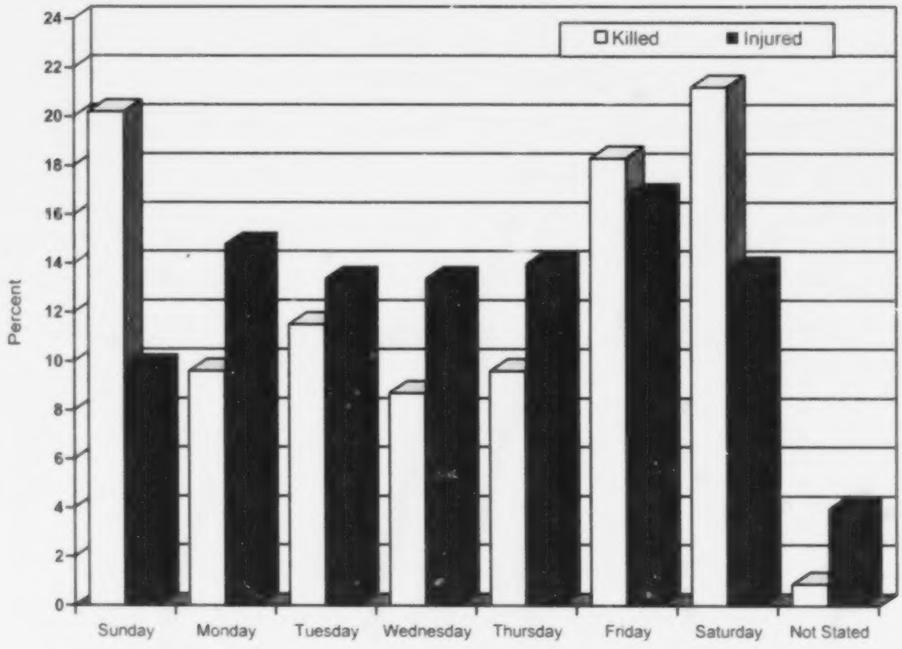


By Day of Occurrence and Injury Type
2003

Day	Injury Type		Total	%
	Killed	Injured		
Sunday	21	960	981	9.9
Monday	10	1448	1458	14.8
Tuesday	12	1309	1321	13.4
Wednesday	9	1315	1324	13.4
Thursday	10	1367	1377	13.9
Friday	19	1644	1663	16.8
Saturday	22	1351	1373	13.9
Not Stated	1	388	389	3.9
Total	104	9782	9886	100.0

Saturdays and Sundays accounted for the highest percentage of fatalities (41.3%) while Wednesdays accounted for the lowest (8.7%). Injuries happened most often on Fridays and Mondays (16.8% and 14.8% respectively), and least often on Sundays (9.8%).

Comparison of Collision Victims
by Day of Occurrence and Injury Type
2003

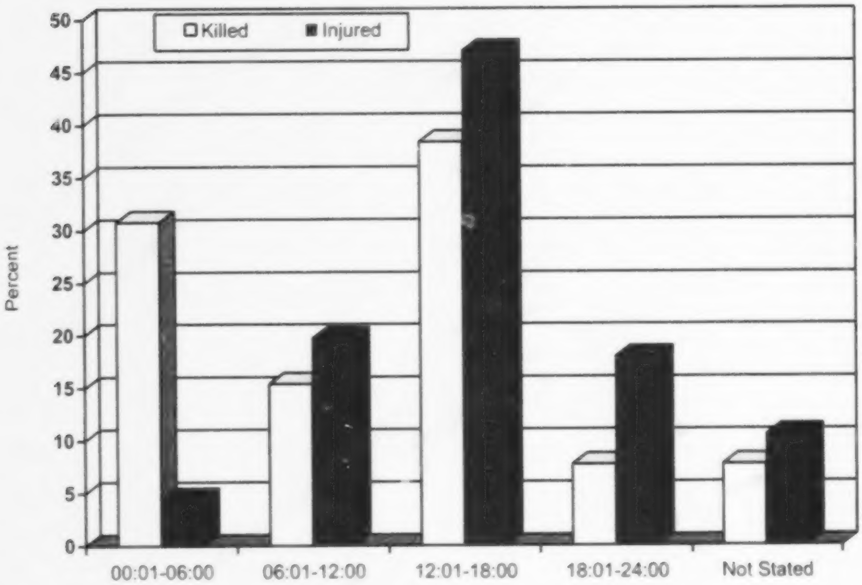


By Time of Occurrence and Injury Type
2003

Time	Injury Type		Total	%
	Killed	Injured		
00:01 - 06:00	30	658	688	7.0
06:01 - 12:00	27	2225	2252	22.8
12:01 - 18:00	19	4411	4430	44.8
18:01 - 24:00	19	2019	2038	20.6
Not Stated	9	469	478	4.8
Total	104	9782	9886	100.0

The highest incidence of casualties (44.8%) occurred within the time frame of 12:01 – 18:00 hours. More than half of the fatally injured victims (57 or 54.8%) were killed between 12 midnight and 12 noon.

Comparison of Collision Victims by Time of Occurrence and Injury Type
2003



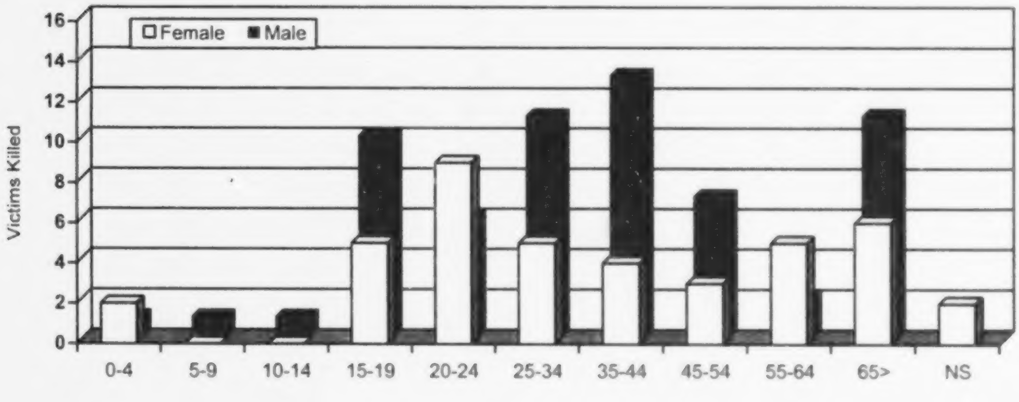
By Age Group, Injury Type, and Sex
2003

Age Group	Injury Type								Grand Total	Victims /1,000 Population[1]
	Killed				Injured					
	Male	Female	N.S.[2]	Total	Male	Female	N.S.[2]	Total		
0-4	1	2	0	3	55	43	0	98	101	1.4
5-9	1	0	0	1	112	118	0	230	231	2.9
10-14	1	0	0	1	143	180	0	323	324	3.9
15-19	10	5	0	15	520	622	0	1142	1157	14.4
20-24	6	9	0	15	487	536	0	1023	1038	14.2
25-34	11	5	0	16	636	814	0	1450	1466	10.2
35-44	13	4	0	17	706	839	0	1545	1562	8.8
45-54	7	3	0	10	518	754	0	1272	1282	8.2
55-64	2	5	0	7	326	396	0	722	729	7.3
65 >	11	6	0	17	259	353	0	612	629	4.0
N.S.[2]	0	2	0	2	665	700	0	1365	1367	
Total	63	41	0	104	4427	5355	0	9782	9886	8.8

[1] Based on 2001 rounded-up census statistics from Statistics Canada.

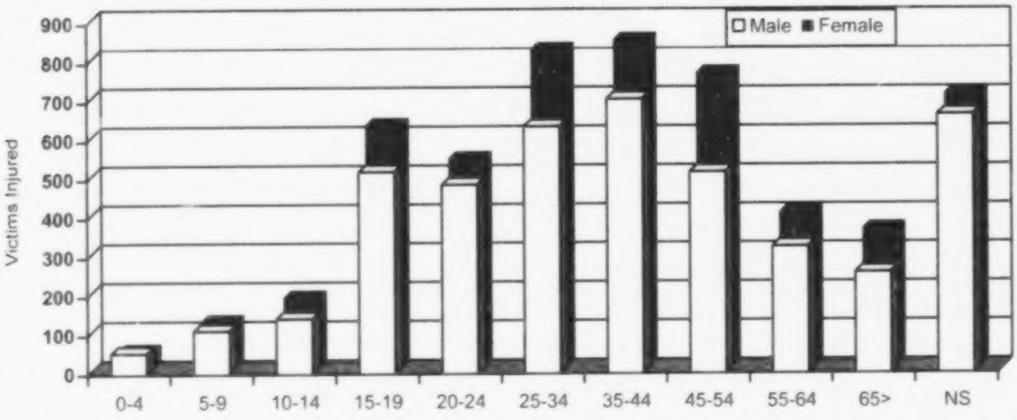
[2] Not stated.

Comparison of Collision Victims Killed by Age Group and Sex
2003



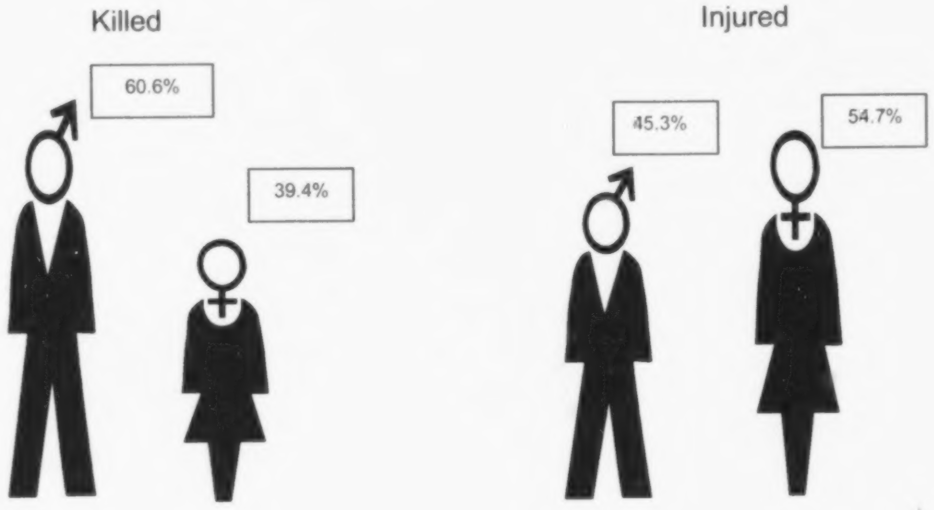
Male victims made up 60.6% (63) of all fatally injured victims, while females made up 39.4% (41). Among male age groups, those aged 35-44 incurred the largest number of fatalities (13 or 20.6%). Among females, the age groups with the highest number killed were 20-24 (9 or 22.0%) and those 65 years or older (6 or 14.6%).

Comparison of Collision Victims Injured
by Age Group and Sex
2003



The number of female victims injured in all age groups is greater than for male victims except for the age group 0-4. Of all injured victims, 54.7% were female and 45.3% were male.

Comparison of Total Collision Victims
by Injury Type and Sex
2003



Males are 1.5 times as likely to be fatally injured in collisions than are females.

Total Collision Victims Killed by Road User Class and Age Group 2003

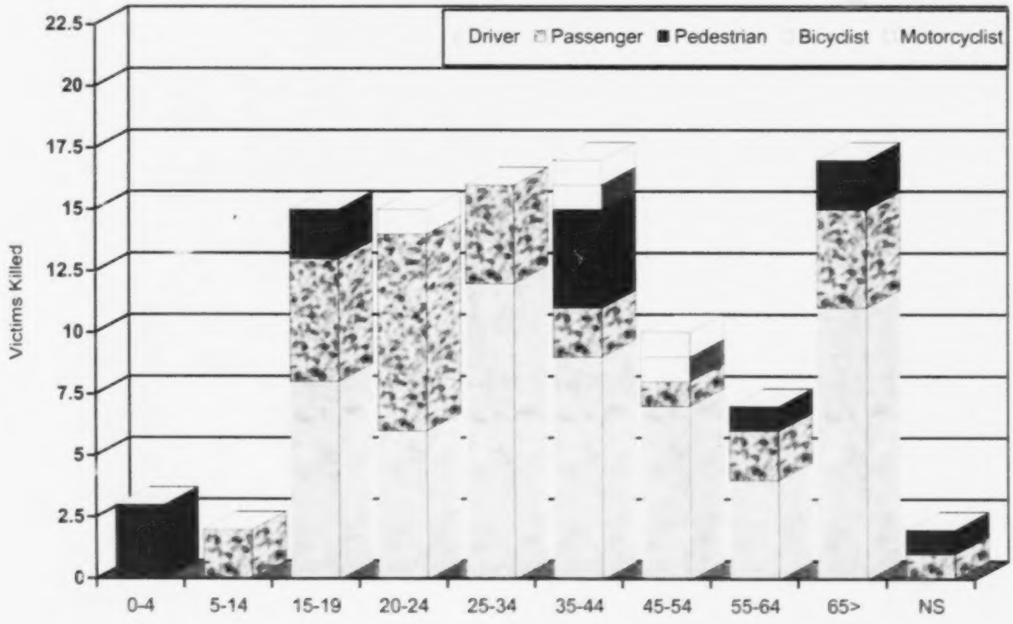
Road User Class	Age Group										Total	%
	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS[1]		
Driver	0	0	8	6	12	9	7	4	11	0	57	54.8
Passenger	0	2	5	8	4	2	1	2	4	1	29	27.9
Pedestrian	3	0	2	0	0	4	0	1	2	1	13	12.5
Bicyclist	0	0	0	0	0	1	1	0	0	0	2	1.9
Motorcyclist[2]	0	0	0	1	0	1	1	0	0	0	3	2.9
Total	3	2	15	15	16	17	10	7	17	2	104	100.0

[1] Not stated. [2] Includes passengers.

Motor vehicle drivers, excluding motorcyclists, accounted for 54.8% of the persons killed in traffic collisions, while passengers accounted for 27.9%. Pedestrians comprised the third largest group of road users killed (12.5%). Motorcyclists, who include both drivers and passengers, accounted for 2.9% of fatalities.

The 35-44 and 65> age groups each accounted for 16.4% of fatally injured road users. Among persons aged 65 years or older who were killed in traffic collisions, 64.7% were drivers, 23.5% were passengers, and 11.8% were pedestrians.

Comparison of Collision Victims Killed by Road User Class and Age Group 2003



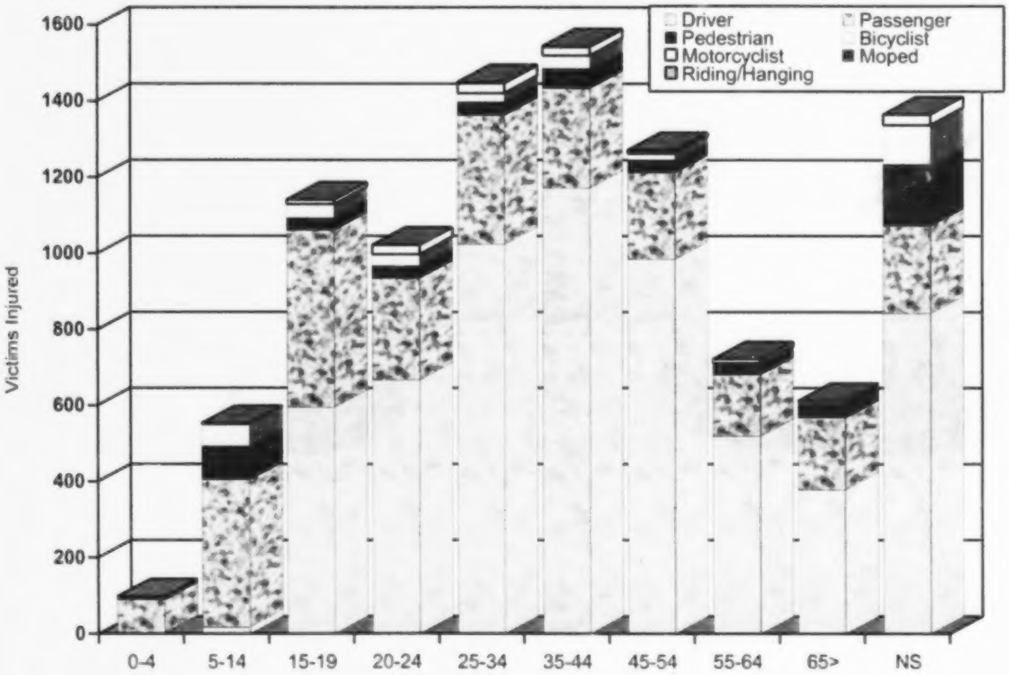
Total Collision Victims Injured by Road User Class and Age Group 2003

Road User Class	Age Group										Total	%
	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS[1]		
Driver	3	18	595	667	1024	1172	985	519	378	843	6204	63.4
Passenger	86	386	466	268	338	261	227	161	189	230	2612	26.7
Pedestrian	7	89	33	33	36	52	34	27	38	162	511	5.2
Bicyclist	2	58	36	30	23	35	17	4	6	103	314	3.2
Motorcyclist[2]	0	1	11	24	26	22	8	11	1	28	132	1.4
Riding/Hanging	0	0	0	0	2	0	0	0	0	0	2	-.-
Moped	0	1	1	1	1	2	1	0	0	0	7	0.1
Total	98	553	1142	1023	1450	1544	1272	722	612	1366	9782	100.0

[1] Not stated. [2] Includes passengers.

Motor vehicle drivers and passengers accounted for 90.1% of road users injured. The remaining injured road users were distributed as follows: pedestrians 5.2%, bicyclists 3.2%, and motorcyclists 1.4%. The 35-44 age group accounted for 15.8% of road users injured, followed by the 25-34 age group, at 14.8%.

Comparison of Collision Victims Injured by Road User Class and Age Group 2003

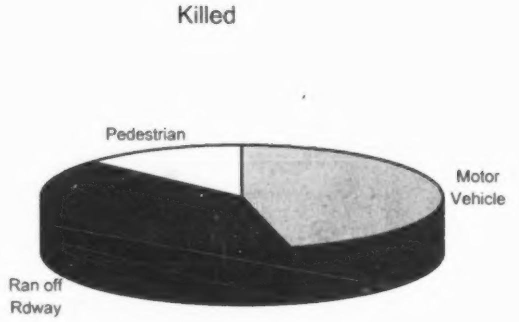


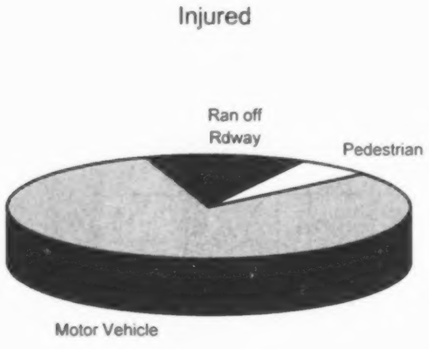
By Collision and Injury Type
2003

Collision Type	Injury Type		Total	%
	Killed	Injured		
Pedestrian	12	513	525	5.3
Motor Vehicle	41	6831	6872	69.5
Train	2	10	12	0.1
Motorcycle	4	142	146	1.5
Bicycle	2	330	332	3.4
Animal	0	252	252	2.5
Fixed Object	2	445	447	4.5
Other Object	1	48	49	0.5
Overturned	4	123	127	1.3
Ran Off Roadway	36	1078	1114	11.3
Other Non-Collision	0	10	10	0.1
Total	104	9782	9886	100.0

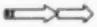
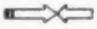
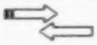
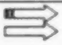
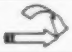
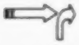
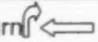
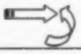
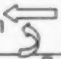
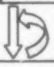
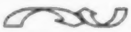
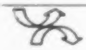
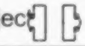
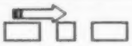
Of the total collision victims 41 or 39.4% were killed and 6,831 or 69.8% were injured in "motor vehicle to motor vehicle" collisions. A further 11.3% of all casualties were involved in "ran off roadway" collisions, followed by "pedestrian" collisions (5.3%).

Distribution of Top Three Collision Types
By Killed and Injured
2003



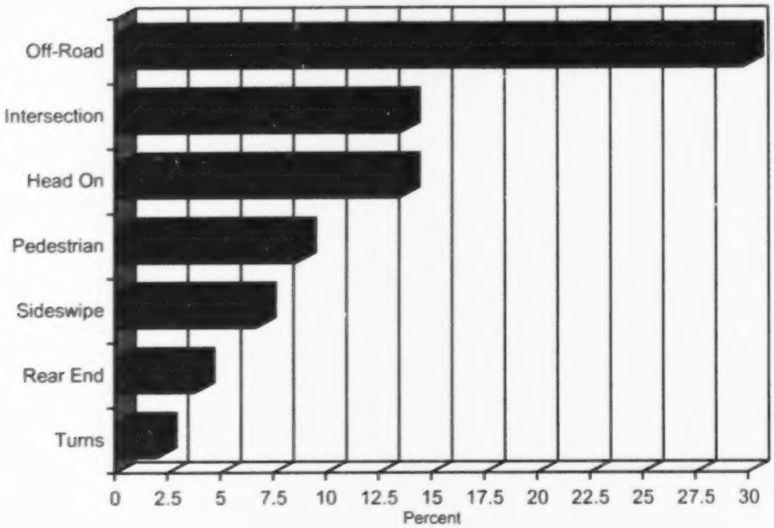


By Accident Configuration and Injury Type
2003

Configuration	Injury Type		Total	%
	Killed	Injured		
Rear End 	4	2972	2976	30.1
Head On 	14	180	194	2.0
Side Swipe 	3	113	116	1.2
Side Swipe 	4	197	201	2.0
Overtaking 	0	122	122	1.2
Right Turn 	0	40	40	0.4
Right Turn 	1	26	27	0.3
Left Turn 	1	102	103	1.0
Left Turn 	0	54	54	0.6
Left Turn 	0	536	536	5.4
Intersection 90°	14	1809	1823	18.4
Off-Road Right 	13	475	488	4.9
Off-Road Left 	18	459	477	4.8
Fixed Object 	0	306	306	3.1
Parking 	0	45	45	0.5
Pedestrian	9	436	445	4.5
Other [1]	23	1910	1933	19.6
Total	104	9782	9886	100.0

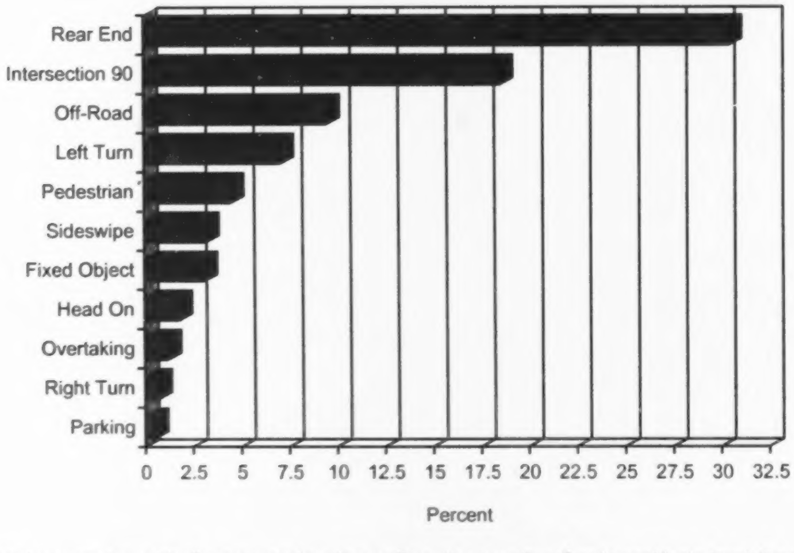
[1] Accidents with more than two vehicles involved or more than one configuration noted.

Distribution of Collision Victims Killed by Accident Configuration*
2003



Most fatalities occurred in "off-road, left and right", "intersection 90^0", "head on", and "pedestrian" accident configurations. "Off-road, right or left" configuration respectively involves a single vehicle entering the right-hand ditch or a vehicle crossing the road and entering the left-hand ditch. Injury severity may be higher in these "off-road" collisions due to vehicle rollover.

Distribution of Collision Victims Injured by Accident Configuration*
2003



*Other category not graphically presented as the configuration usually refers to accidents involving more than two vehicles or more than one configuration.

Injuries occurred most often in "rear-end" (30.4%) and "intersection 90°" (18.5%) accident configurations and least often in "parking" configurations.

By Vehicle Defect and Injury Type
2003

Vehicle Defect	Injury Type		Total	%
	Killed	Injured		
No Apparent Defect	37	5361	5398	54.6
Defective Brakes	1	21	22	0.2
Defective Steering	0	2	2	-.-
Defective Headlights	0	3	3	-.-
Defective Brake Lights	0	0	0	0.0
Defective Lighting (Unspecified)	0	7	7	0.1
Defective Engine Control/Drive Train	0	5	5	0.1
Defective Suspension/Wheels	0	2	2	-.-
Defective Tires	1	23	24	0.2
Defective Tow Hitch/Yoke	0	0	0	0.0
Defective Exhaust System	0	1	1	-.-
Hood/Tailgate/Door/Covering Opened	0	0	0	0.0
Defective Glazing (Obscured Windows)	0	1	1	-.-
Vehicle Modifications	1	0	1	-.-
Fire	0	1	1	-.-
Overloaded/Oversized	0	1	1	-.-
Load Shifted/Spilled	0	2	2	-.-
Jack-Knife/Trailer Swing	0	0	0	0.0
Hydroplaning of Tires	0	1	1	-.-
Not Stated	64	4351	4415	44.8
Total	104	9782	9886	100.0

Three victims were killed and 70 were injured in vehicles that had an apparent defect at the time of collision occurrence. There were more casualties in vehicles with "defective tires" (24) and "defective brakes" (22).

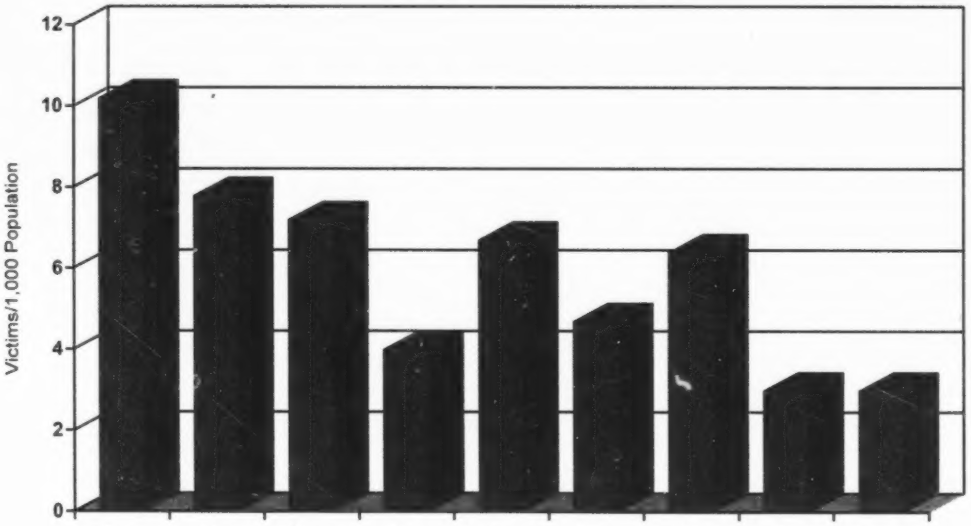
By Provincial Location and Injury Type
2003

Location	Injury Type		Total	%	Victims /1,000 Population[1]
	Killed	Injured			
Winnipeg	19	6313	6332	64.1	10.2
Brandon	0	308	308	3.1	7.8
Portage la Prairie	0	103	103	1.0	7.9
Flin Flon	2	16	18	0.2	3.0
Dauphin	0	38	38	0.4	4.7
Thompson	1	39	40	0.4	3.0
The Pas	0	23	23	0.2	4.0
Selkirk	0	65	65	0.7	6.7
Other Urban	3	589	592	6.0	7.2
Rural	79	2288	2367	23.9	
Total	104	9782	9886	100.0	8.9

[1] Based on 2001 rounded-up census statistics from Statistics Canada.

Traffic accidents within the City of Winnipeg accounted for 64.1% (6322) of the total collision victims. Other communities accounted for 12.0% (1187) of the total collision victims and rural areas 23.9% (2367). Rural areas accounted for 76.0% (79) of all fatally injured collision victims. Much higher speeds on rural roadways (90 to 100 km/h) versus urban areas (50 to 60 km/h) may partly account for the more than 3 to 1 ratio between rural and urban fatalities.

Incidence of Total Collision Victims
by Provincial Location /1,000 Population
2003



By Safety Equipment and Ejection
Fatal Vehicle Occupant Victims[1]
2003

Safety Equipment	Victims	%	Ejected	Partially Ejected
Lap Belt Installed – In Use	1	1.2		
Lap Belt Installed – Not In Use	3	3.5	3	
Shoulder Belt Installed – In Use	1	1.2		
Shoulder Belt Installed – Not In Use	2	2.3		
Lap/Shoulder Belt Assembly – In Use	27	31.8	1	1
Combined Belt Assembly Installed – Not in Use	31	36.5	23	1
Safety Seat Improperly Installed – In Use	0	0.0		
Air Bag Deployed/Safety Belt In Use	3	3.5		
Air Bag Deployed/Safety Belt Not In Use	5	5.9	5	
Safety Seat Installed/Not in Use	0	0.0		
Unknown	12	14.1	4	1
Total	85	100.0	36	3

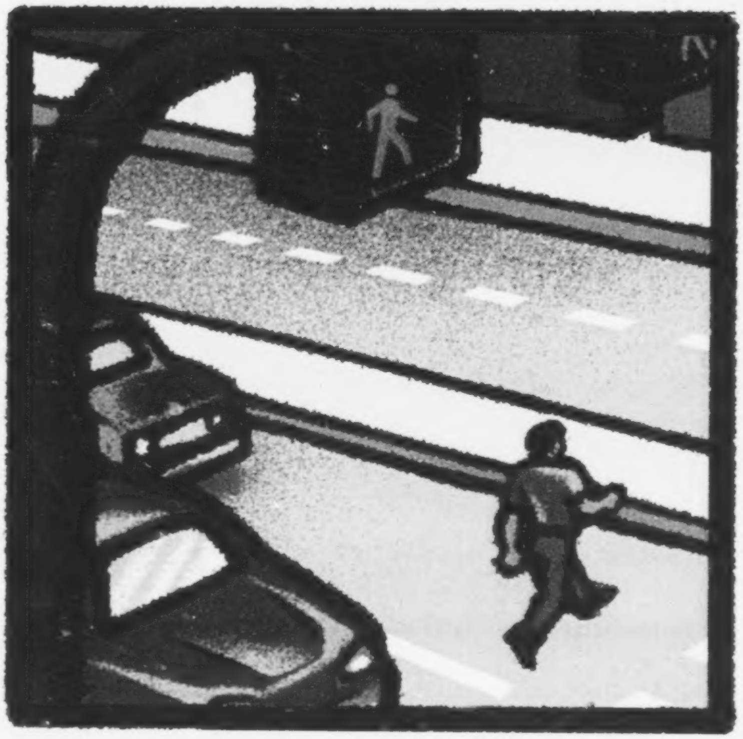
[1] Fatal vehicle occupant victim category excludes pedestrians, motorcyclists and bicyclists.

Of the total fatal vehicle occupant victims, 41 or 48.2% were known not to be wearing a safety device at time of collision occurrence.

Of the 73 victims whose seatbelt usage was known, 32 (43.8%) were ejected from the vehicle. Of these, only one was known to have been using a safety belt.

Section 6

Pedestrian Victims



INTRODUCTION TO SECTION 6

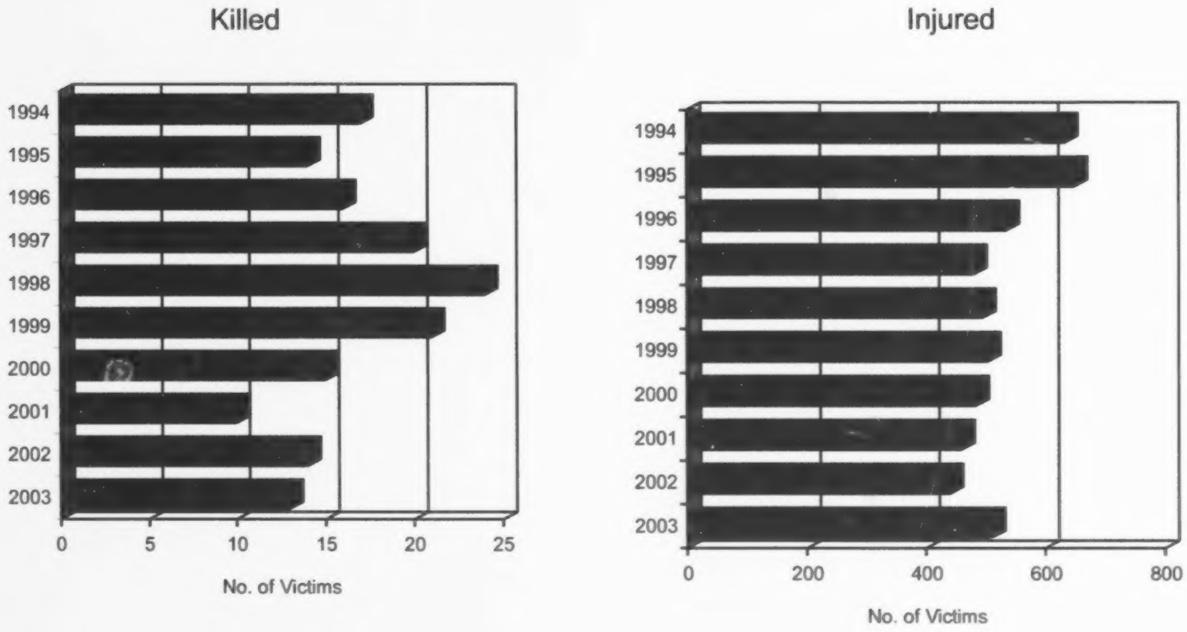
This section deals with pedestrians killed and injured in traffic collisions. Month, hour and day occurrences are examined. Attention is focused on the age of the pedestrian and the most frequently reported actions prior to being struck.

Ten Year Summary
1994 – 2003

Year	Injury Type		Total
	Killed	Injured	
1994	17	634	651
1995	14	650	664
1996	16	535	551
1997	20	481	501
1998	24	496	520
1999	21	504	525
2000	15	484	499
2001	10	460	470
2002	14	441	455
2003	13	511	524

There were 511 pedestrians injured in traffic collisions in 2003, up 15.9% from 2002. The number of pedestrians killed decreased from 14 in 2002 to 13 in 2003.

Comparison of Pedestrian Victims
1994 – 2003

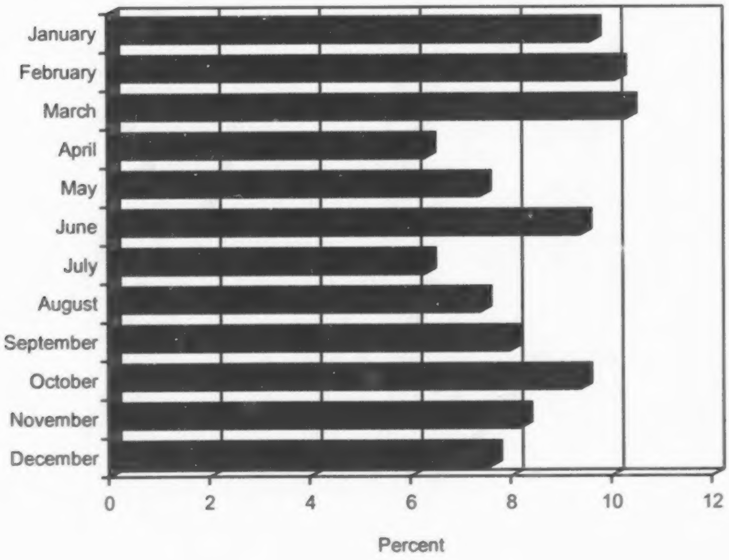


By Month of Occurrence and Injury Type
2003

Month	Injury Type		Total	%
	Killed	Injured		
January	1	49	50	9.6
February	0	53	53	10.1
March	0	54	54	10.3
April	1	32	33	6.3
May	2	37	39	7.4
June	2	47	49	9.4
July	0	33	33	6.3
August	3	36	39	7.4
September	0	42	42	8.0
October	1	48	49	9.4
November	2	41	43	8.2
December	1	39	40	7.6
Total	13	511	524	100.0

Three pedestrian fatalities were recorded in August and two each in May, June and November. January, February and March accounted for the largest number of pedestrian victims. No pedestrians were fatally injured in February, March, July and September.

Distribution of Total Pedestrian Victims by Month of Occurrence
2003



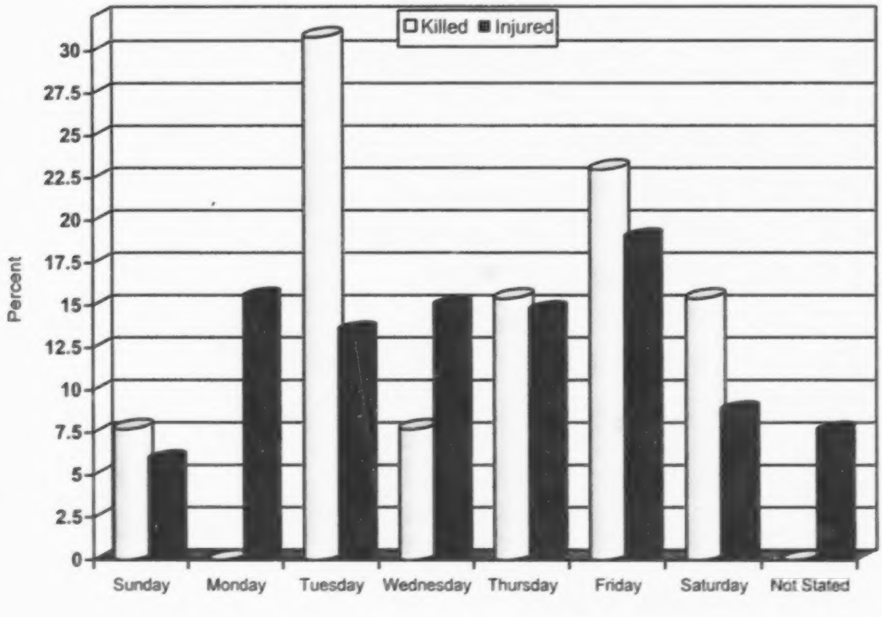
By Day of Occurrence and Injury Type 2003

Day	Injury Type		Total	%
	Killed	Injured		
Sunday	1	30	31	5.9
Monday	0	79	79	15.1
Tuesday	4	69	73	13.9
Wednesday	1	77	78	14.9
Thursday	2	75	77	14.7
Friday	3	97	100	19.1
Saturday	2	45	47	9.0
Not Stated	0	39	39	7.4
Total	13	511	524	100.0

Pedestrian fatalities most often occurred on Tuesday (4) and Friday (3).

Pedestrian injuries most often occurred on Friday and Monday (19.0% and 15.5% respectively) and least often on Sunday (5.9%).

Comparison of Pedestrian Victims by Day of Occurrence and Injury Type 2003

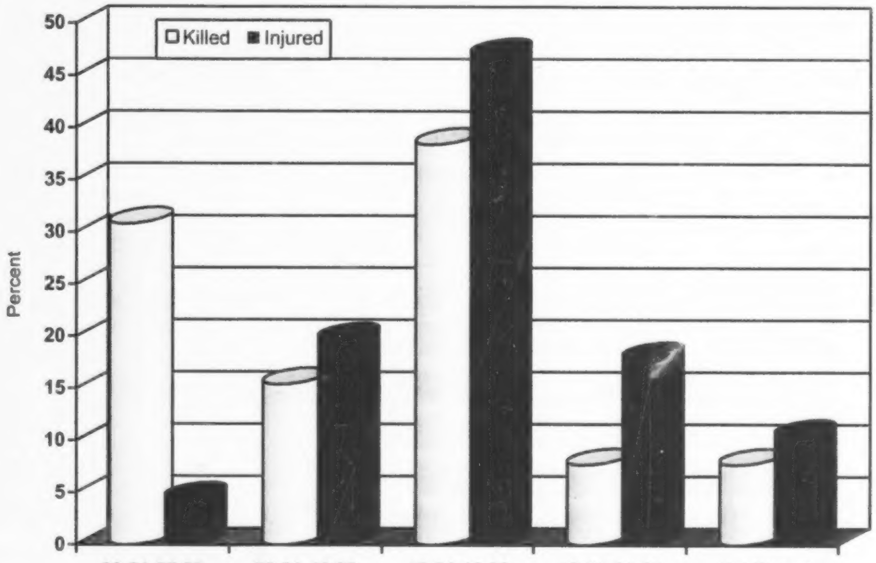


By Time of Occurrence and Injury Type
2003

Time	Injury Type		Total	%
	Killed	Injured		
00:01 - 06:00	4	23	27	5.2
06:01 - 12:00	2	101	103	19.6
12:01 - 18:00	5	241	246	46.9
18:01- 24:00	1	92	93	17.8
Not Stated	1	54	55	10.5
Total	13	511	524	100.0

The time period 12:01-18:00 hours accounted for 46.9% (246) of the total number of pedestrian collision victims. The time periods 12:01-18:00 and 00:01–06:00 hours had the highest number of pedestrian victims killed, 5 (38.4%) and 4 (30.8%) respectively.

Comparison of Pedestrian Victims by Time of Occurrence and Injury Type
2003

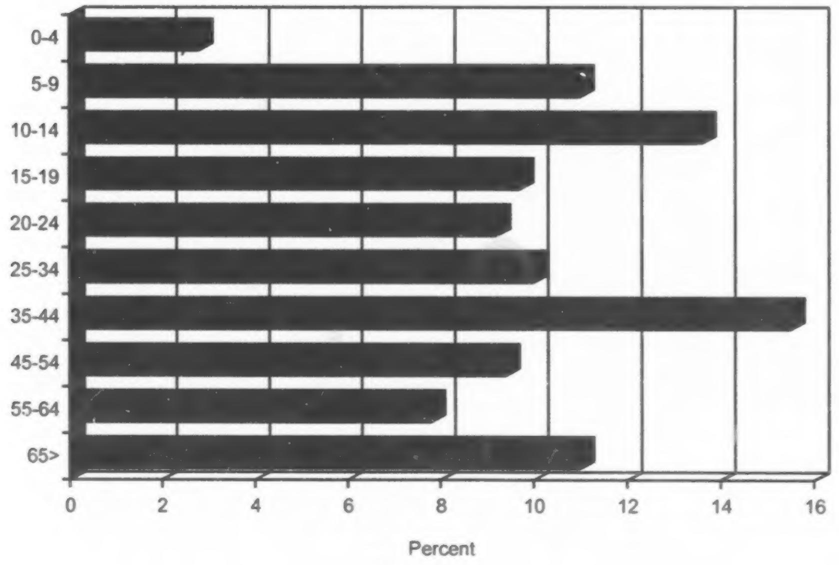


By Age Group and Injury Type
2003

Age Group	Injury Type		Total	%
	Killed	Injured		
0-4	3	7	10	1.9
5-9	0	40	40	7.6
10-14	0	49	49	9.4
15-19	2	33	35	6.7
20-24	0	33	33	6.3
25-34	0	36	36	6.9
35-44	4	52	56	10.7
45-54	0	34	34	6.5
55-64	1	27	28	5.3
65>	2	38	40	7.6
Not Stated	1	162	163	31.1
Total	13	511	524	100.0

Of the total number of pedestrians killed, 30.8% (4) were over 35-44, followed by 23.1% (3) aged 0-4. By contrast, 16.3% of the *total fatally injured victims* were 35-44 and 2.9% were into the 0-4 age groups. Children (0-14) are over-represented as pedestrian victims, comprising 23.1% of the total fatally injured pedestrians, compared to 4.8% *of all fatally injured collision victims.* As well, this age group made up 18.8% of pedestrians injured, compared to 6.7% *of all injured collision victims.*

Distribution of Total Pedestrian Victims
by Known Age Group
2003



By Pedestrian Action and Injury Type
2003

Pedestrian Action	Injury Type		Total	%
	Killed	Injured		
At Intersection, crossing with right-of-way	2	113	115	21.9
At Intersection, crossing without right-of-way	1	27	28	5.3
At Intersection, crossing, no traffic control	3	9	12	2.3
Between Intersections, crossing roadway	0	68	68	13.0
Walking along roadway with traffic	0	2	2	0.4
Walking along roadway against traffic	0	8	8	1.5
On Sidewalk/Median/Safety Zone	0	17	17	3.2
Walking on roadway (travelled portion)	0	25	25	4.8
From behind Vehicle/Object on roadside	1	19	20	3.8
Running into roadway	0	51	51	9.7
Getting on/off another vehicle	1	3	4	0.8
Pushing/Working on vehicle	0	2	2	0.4
Playing on roadway	0	5	5	1.0
Working on roadway	0	5	5	1.0
Lying in roadway	1	1	2	0.4
Unknown	4	156	160	30.5
Total	13	511	524	100.0

Three pedestrians were fatally injured at intersections without traffic controls and two were fatally injured while crossing intersections with the right-of-way.

Of those pedestrian actions known, 31.8% of pedestrians injured were "crossing intersection with right-of-way" and 19.2% were "crossing roadway between intersections".

Total Killed and Injured Victims
By Pedestrian Action and Age Group
2003

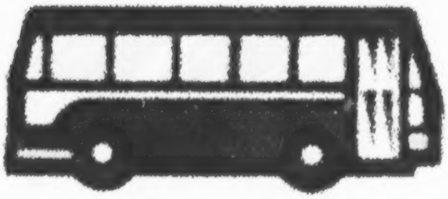
Pedestrian Action	Age Group											Total
	0-4	5-9	10-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS	
At Intersection, crossing with right-of-way	2	5	11	5	11	8	15	12	10	7	29	115
At Intersection, crossing without right-of-way	0	3	5	1	2	4	3	0	1	2	7	28
At Intersection, crossing with no traffic control	0	2	0	2	0	1	1	1	1	3	1	12
Between Intersections, crossing roadway	0	7	6	6	4	6	9	7	2	5	16	68
Walking along roadway with traffic	0	0	0	0	0	0	0	0	0	0	2	2
Walking along roadway against traffic	0	0	0	0	2	1	2	0	0	0	3	8
On Sidewalk/Median/Safety Zone	0	0	2	1	2	1	2	1	2	2	4	17
Walking on Roadway (travelled portion)	0	0	0	1	2	0	4	2	3	3	10	25
From behind Vehicle/ Object on roadway	1	1	4	1	0	0	2	1	0	4	6	20
Running into Roadway	2	11	10	6	1	2	2	2	0	1	14	51
Getting On/Off Another Vehicle	0	0	0	0	1	0	2	0	0	1	0	4
Pushing/Working on Vehicle	0	0	0	0	1	0	1	0	0	0	0	2
Playing on Roadway	2	2	1	0	0	0	0	0	0	0	0	5
Working on Roadway	0	1	0	0	0	1	0	1	1	0	1	5
Lying on Roadway	0	0	0	2	0	0	0	0	0	0	0	2
Unknown	3	8	10	10	7	12	13	7	8	12	70	160
Total	10	40	49	35	33	36	56	34	28	40	163	524
%	1.9	7.6	9.4	6.7	6.3	6.9	10.7	6.5	5.3	7.6	31.1	100.0

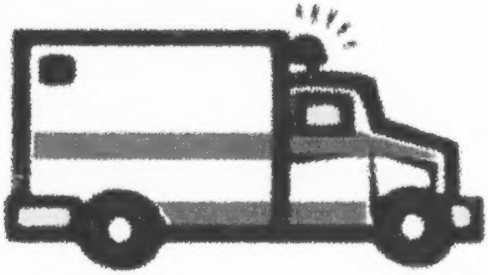
Among all pedestrian casualties aged 15 and older, the two most frequently reported pedestrian actions prior to being struck by a motor vehicle were "crossing at intersections with right-of-way" and "crossing roadway between intersections".

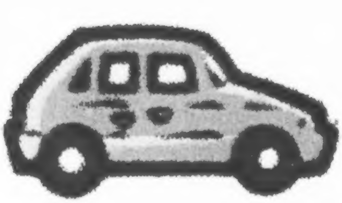
Among pedestrians 14 years of age and younger, the most frequently cited pedestrian action was "running onto roadway", followed by "crossing intersection with right-of-way".

Section 7

Vehicle Involvement







INTRODUCTION TO SECTION 7

This section deals with the number of vehicles involved in collisions. It does **not** indicate the number of collisions. Since many collisions involve more than one vehicle, the total number of vehicles involved in collisions will significantly exceed the total number of collisions.

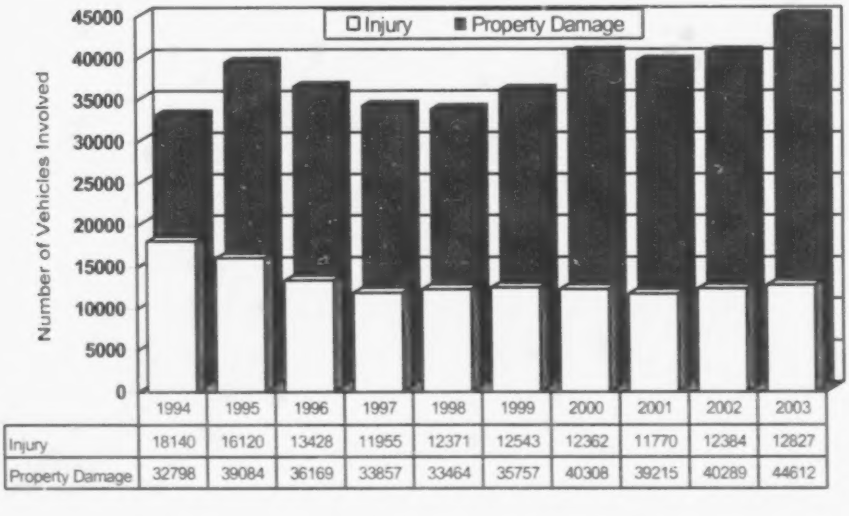
Each vehicle involved in a collision is counted and provision is made for vehicle types such as automobiles, vans, pick-up trucks, types of emergency vehicles. Vehicles involved in collisions that were, or were not, transporting hazardous loads and the nature of these loads is also indicated.

Ten Year Summary
1994 – 2003

Year	Collision Type			Total
	Fatal	Injury	Property Damage	
1994	161	18140	32798	51099
1995	188	16120	39084	55392
1996	115	13428	36169	49712
1997	147	11955	33857	45959
1998	170	12371	33464	46005
1999	157	12543	35757	48457
2000	140	12362	40308	52810
2001	138	11770	39215	51123
2002	156	12384	40289	52829
2003	150	12827	44612	57589

A total of 150 vehicles were involved in fatal traffic collisions in 2003, a decrease of 3.8% from 2002. The number of vehicles involved in injury collisions increased by 3.6% (12,384 to 12,827) and property damage collisions by 10.7% (40,289 to 44,612).

Ten Year Summary
Vehicle Involvement by Injury and Property Damage Collision Type
1994 – 2003*



*Fatal statistics not shown due to low values.

By Vehicle Type and Collision Type
2003

Vehicle Type	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Automobile	69	8614	29588	38271	66.5
Mini/Multi-Purpose Van	11	1288	4620	5919	10.4
Van under 4500 kg	4	189	864	1057	1.8
Pick-up under 4500 kg	26	1478	6767	8271	14.4
Truck over 4500 kg (unit chassis)	5	134	530	669	1.2
Power Unit for Semi-Trailer	6	145	437	588	1.0
Truck/Camper	0	6	42	48	0.1
Motorhome	1	1	18	20	-.-
Truck (other)	15	409	1304	1728	3.0
School Bus	1	8	56	65	0.1
Other School Vehicle	1	0	0	1	-.-
Transit Bus – urban	0	21	55	76	0.1
Para-transit Bus	0	0	10	10	-.-
Intercity Bus	1	17	84	102	0.2
Bus (other)	1	3	18	22	-.-
Motorcycle/Scooter	4	129	49	182	0.3
Moped	0	7	0	7	-.-
Bicycle	2	320	12	334	0.6
Ambulance	0	5	14	19	-.-
Fire	1	5	15	21	-.-
Police	0	23	61	84	0.2
Mobility Vehicle	0	0	0	0	0.0
Snow Vehicle	0	0	1	1	-.-
Farm Equipment	1	8	15	24	-.-
Construction Equipment	0	12	45	57	0.1
Train/Other Rail Vehicle	0	0	0	0	0.0
Off-Road Vehicle	1	5	7	13	-.-
Total	150	12827	44612	57589	100.0

Automobiles, vans and pick-up trucks accounted for 73.3% of all vehicles involved in fatal collisions, 90.2% of those involved in injury collisions, and 93.8% of those involved in property damage collisions. Automobiles accounted for a higher percentage of vehicles involved in injury collisions (67.2%) than fatal collisions (46.0%). Conversely, heavy trucks/tractor trailers accounted for a higher percentage of vehicles involved in fatal collisions (17.3%) than in injury collisions (5.4%).

By Hazardous Load Type and Collision Type
2003

Hazardous Load	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Explosives	0	5	19	24	-.-
Flammable Gas	0	8	20	28	0.1
Flammable/Combustible Liquids	0	4	6	10	-.-
Flammable Solids/Dangerous When Wet	0	0	1	1	-.-
Oxidizers/Organic Peroxides	0	0	0	0	0.0
Poisonous Substances/Infectious	0	0	5	5	-.-
Radioactives	0	0	0	0	0.0
Corrosives	0	0	3	3	-.-
Miscellaneous Dangerous Substances	0	4	9	13	-.-
General Cargo (non-hazardous)	8	134	291	433	0.8
Empty	2	67	195	264	0.5
Not Applicable	140	12604	44062	56806	98.6
Other	0	1	0	1	-.-
Unknown	0	0	1	1	-.-
Total	150	12827	44612	57589	100.0

Of the total number of vehicles involved in traffic accidents, 84 were known to be carrying "hazardous goods". Of these, none were involved in fatal collisions, 21 in injury collisions, and 63 in property damage collisions.

Section 8

Driver Involvement

INTRODUCTION TO SECTION 8

This section indicates the number of drivers involved in collisions. This number is less than the amount of vehicle involvement as some crashes involve parked vehicles. Information is provided according to gender and age group.

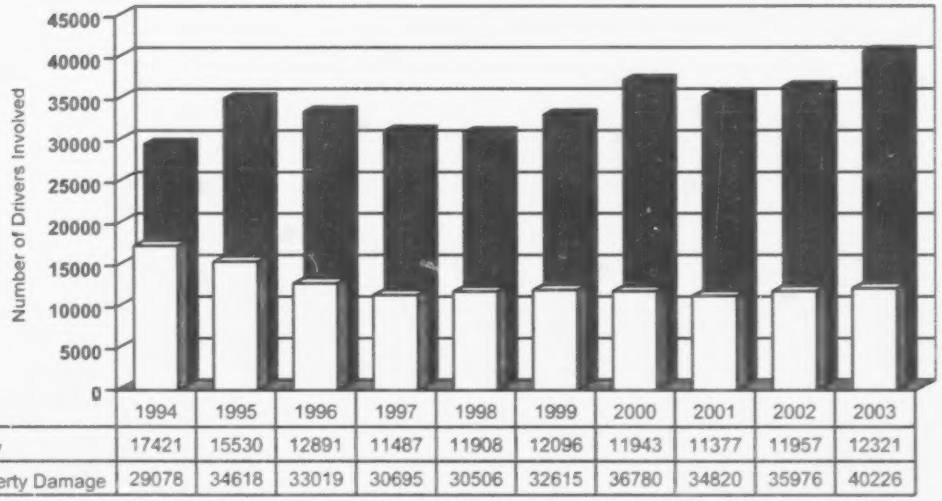
The age group 16-19 recorded the highest rate of collision involvement, at 112 per 1,000 active licenced drivers. The next highest involvement rates were recorded by the age groups 20-24, at 90/1,000 and 25-34, at 64/1,000.

Ten Year Summary
1994 – 2003

Year	Collision Type			Total
	Fatal	Injury	Property Damage	
1994	152	17421	29078	46651
1995	171	15530	34618	50319
1996	110	12891	33019	46020
1997	142	11487	30695	42324
1998	164	11908	30506	42578
1999	151	12096	32615	44862
2000	136	11943	36780	48859
2001	127	11377	34820	46324
2002	149	11957	35976	48082
2003	146	12321	40226	52693

There were 146 drivers involved in fatal accidents in 2003, a decrease of 2.0% from 149 in 2002. The number of drivers involved in injury collisions increased by 3.0% from 11,957 in 2002 to 12,321 in 2003. Drivers involved in property damage collisions rose from 35,976 to 40,226, an 11.8% increase.

Ten Year Summary of Driver Involvement in Traffic Collisions by Injury and Property Damage Collision Type, 1994-2003*



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* Fatal statistics not shown due to low values.

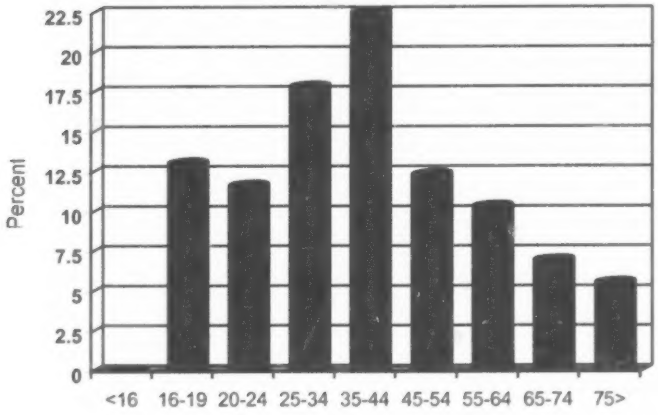
By Age Group, Sex, and Collision Type
2003

Age Group	Sex	Collision Type						Total	%
		Fatal	%	Injury	%	Property Damage	%		
<16	M	0		14		30		44	
	F	0		15		26		41	
	NS	0		1		0		1	
	Total	0	0.0	30	0.2	56	0.1	86	0.1
16-19	M	14		617		2432		3063	
	F	5		533		1377		1915	
	NS	0		9		14		23	
	Total	19	13.0	1159	9.4	3823	9.5	5001	9.5
20-24	M	9		708		2301		3018	
	F	8		537		1356		1901	
	NS	0		14		29		43	
	Total	17	11.6	1259	10.2	3686	9.2	4962	9.4
25-34	M	18		1033		3328		4379	
	F	8		868		1958		2834	
	NS	0		14		30		44	
	Total	26	17.8	1915	15.5	5316	13.2	7257	13.8
35-44	M	26		1150		3778		4954	
	F	7		966		2412		3385	
	NS	0		8		19		27	
	Total	33	22.6	2124	17.3	6209	15.4	8366	15.9
45-54	M	13		948		3358		4319	
	F	5		820		2012		2837	
	NS	0		5		21		26	
	Total	18	12.3	1773	14.4	5391	13.4	7182	13.6
55-64	M	12		569		2096		2677	
	F	3		396		1122		1521	
	NS	0		3		8		11	
	Total	15	10.3	968	7.9	3226	8.0	4209	8.0
65-74	M	6		312		1218		1536	
	F	4		188		610		802	
	NS	0		2		10		12	
	Total	10	6.9	502	4.1	1838	4.6	2350	4.5
75>	M	6		207		869		1082	
	F	2		124		386		512	
	NS	0		4		7		11	
	Total	8	5.5	335	2.7	1262	3.2	1605	3.0
Not Stated	M	0		270		888		1158	
	F	0		117		523		640	
	NS	0		1869		8008		9877	
	Total	0	0.0	2256	18.3	9419	23.4	11675	22.2
All Ages	M	104		5828		20298		26230	
	F	42		4564		11782		16388	
	NS	0		1929		8146		10075	
	Total	146	100.0	12321	100.0	40226	100.0	52693	100.0

Not stated

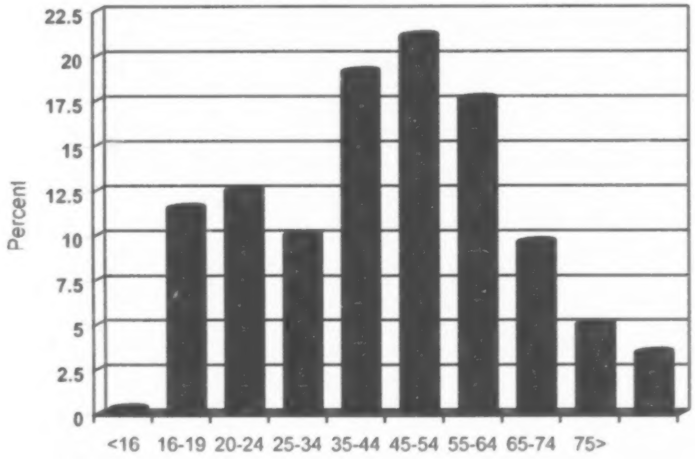
Male drivers were involved in collisions more often than their female counterparts – 2.5 times more frequently in fatal collisions, 1.3 times more frequently in injury collisions and 1.7 times more frequently in property damage collisions.

Percentage of Driver Involvement in Crashes (excludes "age not stated")



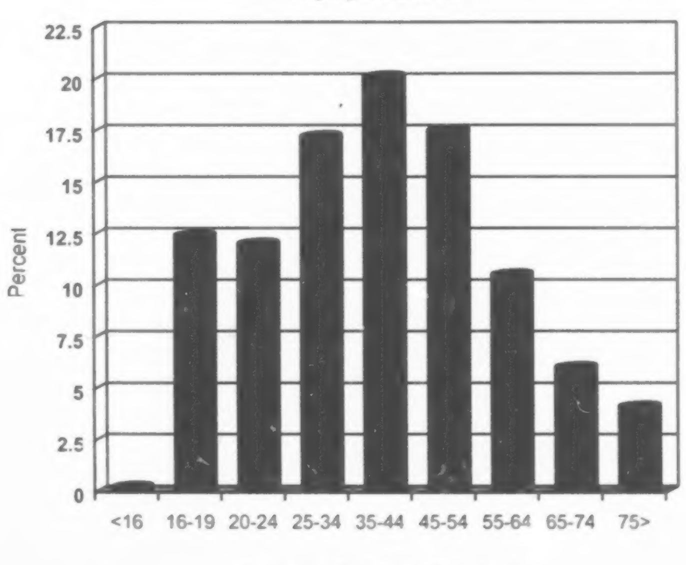
Fatal Crashes

Of the total drivers involved in fatal crashes those aged 35-44 accounted for 22.6%, followed by those aged 25-34 (17.8%).



Injury Crashes

The 35-44 age group also accounted for the highest percentage of all drivers involved in injury collisions (17.3%), followed by those aged 25-34 (15.5%).



Property Damage Crashes

The age groups 35-44 and 45-54 respectively accounted for 15.4% and 13.4% of all drivers involved in property damage collisions.

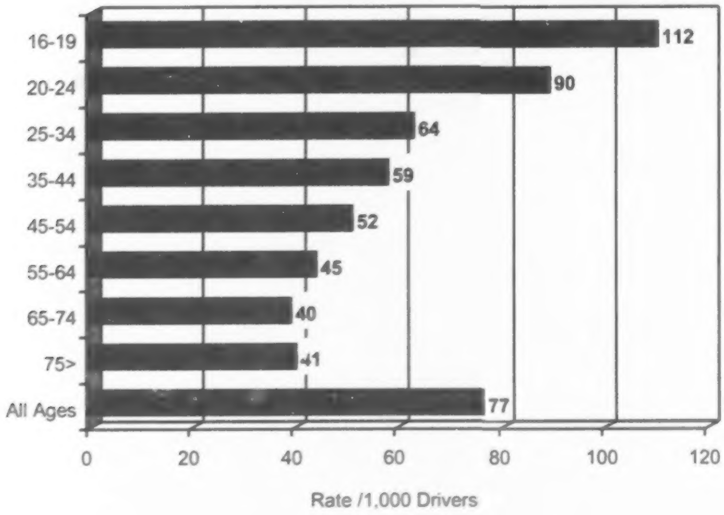
By Age Group, Sex and Relative Involvement /1,000 Active Drivers
2003

Age Group	Sex	Total Drivers Involved	%	Total Active Licenced Drivers	%	Relative Involvement Rate /1,000
<16	M	44		0		
	F	41		0		
	NS	1		0		
	Total	86	0.1	0	0.0	
16-19	M	3063		22912		134
	F	1915		21638		89
	NS	23		0		
	Total	5001	9.5	44550	6.5	112
20-24	M	3018		28271		107
	F	1901		27054		70
	NS	43		0		
	Total	4962	9.4	55325	8.1	90
25-34	M	4379		57710		76
	F	2834		56380		50
	NS	44		0		
	Total	7257	13.8	114090	16.6	64
35-44	M	4954		72559		68
	F	3385		69644		49
	NS	27		0		
	Total	8366	15.9	142203	20.7	59
45-54	M	4319		71445		60
	F	2837		67326		42
	NS	26		0		
	Total	7182	13.6	138771	20.2	52
55-64	M	2677		49520		54
	F	1521		44898		34
	NS	11		0		
	Total	4209	8.0	94418	13.8	45
65-74	M	1536		31310		49
	F	802		27096		30
	NS	12		0		
	Total	2350	4.5	58406	8.5	40
75>	M	1082		21155		51
	F	512		17508		29
	NS	11		0		
	Total	1605	3.0	38663	5.6	41
Not Stated	M	1158		0		
	F	640		0		
	NS	9877		0		
	Total	11675	22.2	0	0.0	
All Ages	M	26230		354882		74
	F	16388		331544		49
	NS	10075		0		
	Total	52693	100.0	686426	100.0	77

[1] Not stated

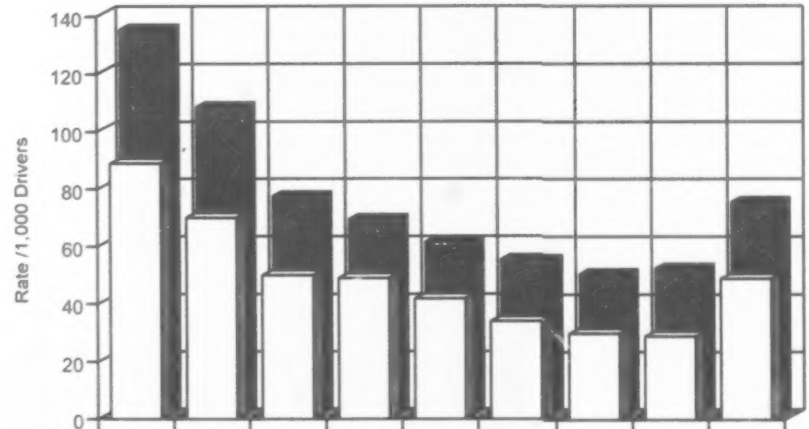
Certain age groups are over-represented in crashes. For example, 16-19 year olds made up 6.5% of the total active licenced drivers, yet accounted for 9.5% of all drivers involved in crashes. In contrast, drivers over 55 years of age made up 27.9% of the total active licenced drivers, but comprised only 15.5% of all drivers in traffic accidents. Drivers between the ages of 20 and 54 made up 65.6% of the total active licenced driver population and 52.7% of the drivers involved in collisions.
(Note: the percentage of drivers involved in collisions by age is limited to those drivers whose ages were known.)

Distribution of Driver Involvement Rates in Traffic Collisions by Age Group and Relative Involvement /1,000 Active Drivers 2003



The 16-19 age group had the highest relative involvement rate at 112/1,000 followed by the 20-24 age group at 90/1,000. The lowest relative involvement rates belonged to the 65-74 and over 74 age groups, at 40/1,000 and 41/1,000 drivers respectively. The overall relative involvement rate for all age groups in 2003 was 77/1,000. *The relative involvement rates do not take into account the number of vehicle kilometres travelled by each age group.*

Comparison of Relative Involvement Rates /1,000 Active Drivers by Age Group and Sex 2003

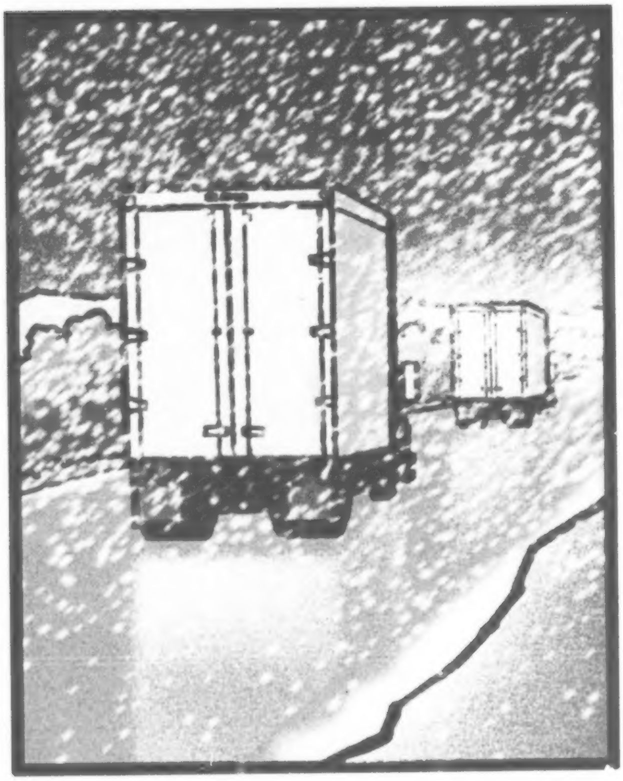


	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	All Ages
☐ Female	89	70	50	49	42	34	30	29	49
■ Male	134	107	76	68	60	54	49	51	74

Male drivers were involved in crashes more often than females. The highest relative involvement rate occurred in the male age group 16-19 at 134/1,000, compared to female involvement at 89/1,000. The rates for both genders generally decrease with age.

Section 9

Contributing Factors



INTRODUCTION TO SECTION 9

Contributing factors are those circumstances or factors that the reporting police officer perceives to have directly contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or driving environment.

The collision data system accepts up to three contributing factors for each vehicle involved in a collision. As many as six contributing factors may be recorded for a collision. During the analysis of collisions, knowledge of the factors is important. For instance, because of inattention, a driver may have failed to see a stop sign behind some trees and thereby reduce stopping time. The car's brakes, being in poor condition, caused the vehicle to spin out of control on ice and collide with another vehicle that was speeding through the intersection. The collision may not have occurred if any of these factors were not present.

Driver action is used to determine if the actions performed immediately prior to the collision may have been a factor in the collision.

Human condition identifies those factors that may have affected the individual's ability to drive safely. Of particular interest are the numbers of drivers affected by alcohol, drugs and fatigue.

Safety campaigns are often geared toward driver age groups; therefore driver actions and human conditions are broken down by age group and accident severity (fatal, injury and property damage).

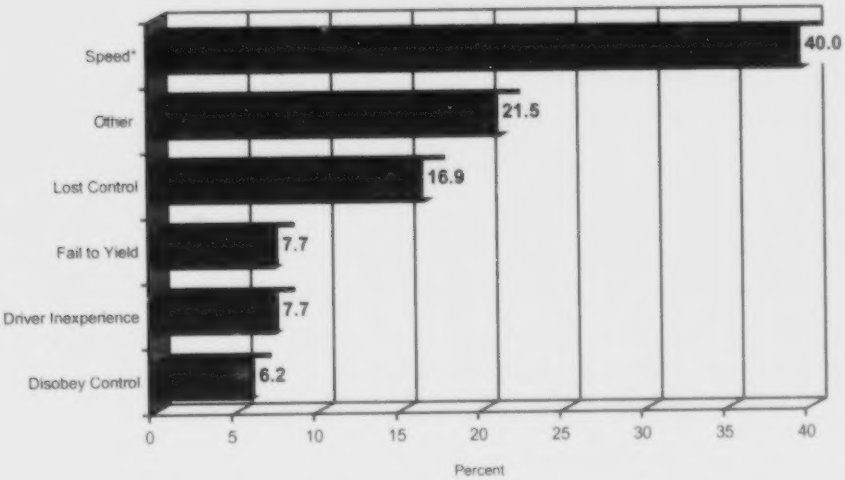
Vehicle defects and environmental conditions are presented according to the number of vehicles involved and whether the vehicle has a mechanical defect that may have been a factor in the collision and also if environmental factors contribute toward the crash.

Driver Involvement in Traffic Collisions
by Driver Action and Collision Type
2003

Driver Action	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Driving Properly[1]	42	4933	13868	18843	35.8
Follow Too Closely	1	343	793	1137	2.2
Turn Improperly	1	164	475	640	1.2
Exceed Speed Limit	12	64	79	155	0.3
Drive Too Fast For Conditions	8	323	940	1271	2.4
Unsafe Speed (too fast or too slow)	6	52	95	153	0.3
Passing Improperly	2	27	81	110	0.2
Change Lanes Improperly	1	49	286	336	0.6
Fail to Yield	5	410	1003	1418	2.7
Disobeyed Traffic Control	4	224	333	561	1.1
Drive Wrong Way	2	13	18	33	0.1
Pass Vehicle at Pedestrian X-Walk	0	10	2	12	-.-
Backing Up Unsafely	0	44	885	929	1.8
Park Improperly	0	8	69	77	0.1
Careless Driving	3	203	434	640	1.2
Lost Control/Off Roadway	11	217	366	594	1.1
Driverless Vehicle	0	1	6	7	-.-
Leave Stop Sign	2	113	223	338	0.6
Fail To Signal	0	5	8	13	-.-
Take Avoiding Action	2	53	181	236	0.5
Driver Inexperience	5	91	212	308	0.6
Pedestrian Error/Confusion	0	16	12	28	-.-
Not Stated	39	4958	19857	24854	47.2
Total	146	12321	40226	52693	100.0

[1] No apparent improper driving action noted on traffic accident report.

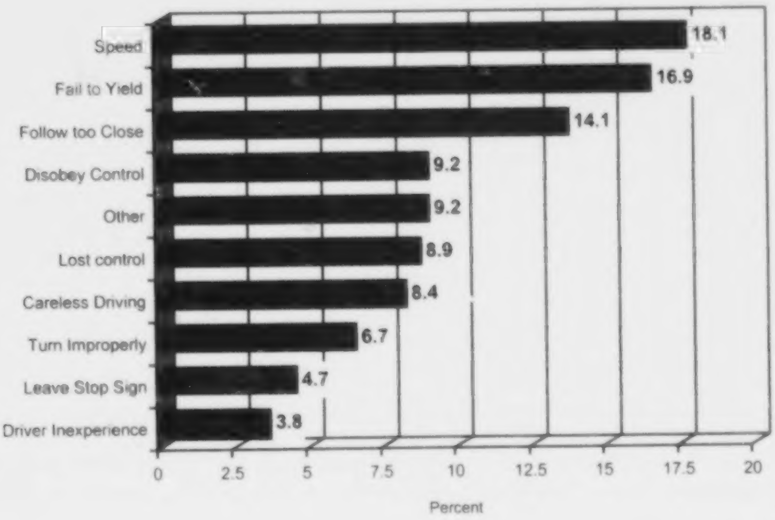
Comparison of At-Fault Driver Actions in Fatal Traffic Collisions 2003



*Speed includes exceeding speed limit, drive too fast for conditions or unsafe operating speed.
Other includes follow too closely, passing/turning/changing lanes improperly, drive wrong way, backing up unsafely, careless driving, leave stop sign before safe and take avoiding action.

Among at-fault drivers involved in fatal collisions, the most common reported infractions were "speed related" (40.0%), and "lost control/drive off roadway" (16.9%).

Comparison of At-Fault Driver Actions in Injury Collisions 2003



*Other includes passing improperly, changing lanes improperly, drive wrong way, pass vehicle at pedestrian crosswalk, back-up unsafely, park improperly, fail to signal, and take avoiding action. Pedestrian error/confusion is not included as an at-fault driver action.

The three main at-fault driver actions resulting in injuries were "speed-related" (18.1% or 439), "failure to yield" (16.9% or 410), and "follow too close" (14.1% or 343).

Driver Involvement in Fatal Traffic Collisions by Driver Action and Age Group 2003

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	0	4	4	5	11	8	5	4	1	0	42
Follow Too Closely	0	0	0	0	1	0	0	0	0	0	1
Turn Improperly	0	0	0	0	0	0	0	0	1	0	1
Exceed Speed Limit	0	2	4	5	0	0	1	0	0	0	12
Drive Too Fast	0	1	1	1	2	1	0	2	0	0	8
Unsafe Speed	0	2	0	2	1	1	0	0	0	0	6
Passing Improperly	0	1	0	0	0	1	0	0	0	0	2
Change Lanes Improperly	0	0	0	0	0	0	0	0	1	0	1
Fail to Yield	0	1	0	2	0	0	2	0	0	0	5
Disobey Traffic Control	0	0	0	0	1	0	1	1	1	0	4
Drive Wrong Way	0	0	0	0	1	1	0	0	0	0	2
Pass at Pedestrian Corridor	0	0	0	0	0	0	0	0	0	0	0
Backing Up Unsafely	0	0	0	0	0	0	0	0	0	0	0
Park Improperly	0	0	0	0	0	0	0	0	0	0	0
Careless Driving	0	0	1	1	1	0	0	0	0	0	3
Lost Control/Off Roadway	0	1	2	3	2	1	0	0	2	0	11
Driverless Vehicle	0	0	0	0	0	0	0	0	0	0	0
Leave Stop Sign	0	1	0	0	0	0	0	0	1	0	2
Fail to Signal	0	0	0	0	0	0	0	0	0	0	0
Take Avoiding Action	0	0	0	0	0	2	0	0	0	0	2
Driver Inexperience	0	4	1	0	0	0	0	0	0	0	5
Pedestrian Error/Confusion	0	0	0	0	0	0	0	0	0	0	0
Not Stated	0	2	4	7	13	3	6	3	1	0	39
Total	0	19	17	26	33	18	15	10	8	0	146
At-fault rate/10,000 active licenced drivers	-.-	2.9	1.6	1.2	0.6	0.1	0.4	0.5	1.6	-.-	1.0

Of the total *at-fault drivers* involved in fatal collisions, the age group 16-19 recorded the highest rate of driver infractions at 2.9/10,000 active licenced drivers. The next highest rate (1.6/10,000) was reported by the age groups 20-24 and 75+.

Among all at-fault drivers, the most commonly reported driving infractions resulting in fatalities were "exceed speed limit" (18.5%), "lost control/drive off road" (16.9%) and "drive too fast for conditions" (12.3%).

Driver Involvement in Injury Traffic Collisions by Driver Action and Age Group 2003

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	6	384	559	954	1099	961	495	247	128	100	4933
Follow Too Closely	0	58	48	49	56	35	15	7	11	64	343
Turn Improperly	0	28	13	27	24	26	12	10	6	18	164
Exceed Speed Limit	3	24	12	15	8	0	2	0	0	0	64
Drive Too Fast	2	63	50	47	50	37	25	7	7	35	323
Unsafe Speed	1	14	10	8	7	7	0	0	2	3	52
Passing Improperly	0	5	4	5	5	1	5	0	1	1	27
Change Lanes Improperly	0	7	6	8	8	5	5	3	2	5	49
Fail to Yield	1	48	44	64	56	63	41	28	33	32	410
Disobey Traffic Control	1	22	30	32	28	35	27	13	16	20	224
Drive Wrong Way	1	0	2	3	2	1	1	1	2	0	13
Pass at Pedestrian Corridor	0	2	2	2	2	0	2	0	0	0	10
Backing Up Unsafely	1	2	7	7	6	6	5	4	2	4	44
Park Improperly	0	0	0	1	4	1	0	0	2	0	8
Careless Driving	2	29	22	29	27	21	6	4	7	56	203
Lost Control/Off Roadway	1	43	32	44	43	23	15	8	8	0	217
Driverless Vehicle	0	0	0	0	1	0	0	0	0	0	1
Leave Stop Sign	0	14	13	19	20	15	9	5	12	6	113
Fail to Signal	0	1	0	0	1	0	1	0	0	2	5
Take Avoiding Action	0	7	6	15	10	7	3	2	3	0	53
Driver Inexperience	4	55	16	7	1	1	3	0	0	4	91
Pedestrian Error/Confusion	0	2	3	5	2	0	2	2	0	0	16
Not Stated	7	351	380	574	664	528	294	161	93	1906	4958
Total	30	1159	1259	1915	2124	1773	968	502	335	2256	12321
At-fault rate/1,000 active licenced drivers	-.-	9.5	5.8	3.4	2.5	2.0	1.9	1.6	2.9	-.-	3.5

The age group 16-19 recorded the highest reported rate of driving infractions in injury collisions, at 9.5/1,000 active drivers, followed by 20-24 at 5.8/1,000, and 25-34 at 3.4/1,000.

The main at-fault driver actions differ between young and old drivers. For example, while the main at-fault actions of drivers aged 16-19 were "drive too fast for conditions" (14.9%), "follow too closely" (13.7%), and "driver inexperience" (13.0%), for those aged 65 and older, the main at-fault actions were "fail to yield" (29.3%), "disobey traffic controls" (13.9%), and "follow too closely" (8.7%).

Driver Involvement in Property Damage Traffic Collisions by Driver Action and Age Group 2003

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	10	1314	1557	2362	2895	2526	1469	817	456	462	13868
Follow Too Closely	0	120	99	120	140	107	57	31	24	95	793
Turn Improperly	2	61	47	62	61	66	46	32	41	57	475
Exceed Speed Limit	1	27	22	11	9	4	2	1	0	2	79
Drive Too Fast	5	194	157	154	134	104	64	30	18	80	940
Unsafe Speed	1	25	17	12	14	9	3	1	2	11	95
Passing Improperly	0	13	9	11	6	13	9	3	4	13	81
Change Lanes Improperly	0	39	29	34	30	21	23	24	24	62	286
Fail to Yield	0	113	89	130	141	136	101	80	86	127	1003
Disobeyed Traffic Control	2	31	46	41	47	54	26	17	20	49	333
Drive Wrong Way	0	1	1	3	2	1	1	1	3	5	18
Pass at Pedestrian Corridor	0	0	1	0	1	0	0	0	0	0	2
Backing Up Unsafely	3	122	67	113	138	122	96	65	55	104	885
Park Improperly	2	9	4	10	11	8	5	7	7	6	69
Careless Driving	1	58	52	67	72	45	29	9	14	87	434
Lost Control/Off Roadway	1	92	66	63	57	41	23	6	9	6	366
Driverless Vehicle	0	0	3	1	0	0	1	0	0	1	6
Leave Stop Sign	0	34	17	27	29	29	28	17	26	16	223
Fail to Signal	0	3	0	0	1	1	2	0	1	0	8
Take Avoiding Action	0	45	23	30	29	29	12	5	7	1	181
Driver Inexperience	13	112	25	23	18	7	2	2	3	7	212
Pedestrian Error/Confusion	0	2	0	3	2	3	0	1	1	0	12
Not Stated	15	1408	1355	2039	2372	2065	1227	687	461	8228	19857
Total	56	3823	3686	5316	6209	5391	3226	1838	1262	9419	40226
At-fault rate/1,000 active licenced drivers	-.-	24.7	14.0	8.0	6.6	5.8	5.6	5.7	8.9	-.-	9.5

The age group 16-19 recorded the highest reported rate of driving infractions in property damage collisions, at 24.7/1,000 active drivers, followed by those aged 20-24 at 14.0/1,000.

There was a difference in the main at-fault action of young and old drivers. Among those aged 16-19, the main at-fault action was "drive too fast for conditions" (17.6%) while for drivers over 64, the main at-fault action was "failing to yield" (24 4%).

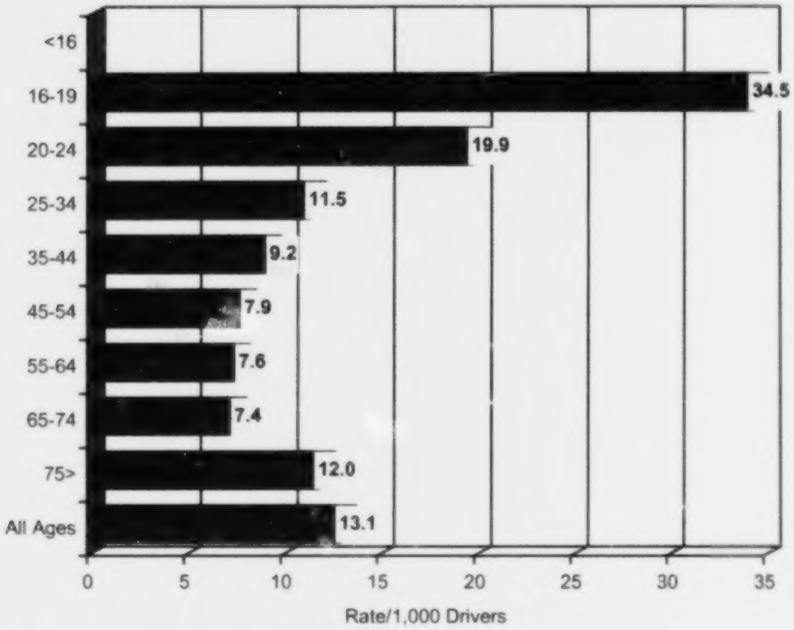
Driver Involvement in All Traffic Collisions by Driver Action and Age Group
2003

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	16	1702	2120	3321	4005	3495	1969	1068	585	562	18843
Follow Too Closely	0	178	147	169	197	142	72	38	35	159	1137
Turn Improperly	2	89	60	89	85	92	58	42	48	75	640
Exceed Speed Limit	4	53	38	31	17	4	5	1	0	2	155
Drive Too Fast	7	258	208	202	186	142	89	39	25	115	1271
Unsafe Speed	2	41	27	22	22	17	3	1	4	14	153
Passing Improperly	0	19	13	16	11	15	14	3	5	14	110
Change Lanes Improperly	0	46	35	42	38	26	28	27	27	67	336
Fail to Yield	1	162	133	196	197	199	144	108	119	159	1418
Disobeyed Traffic Control	3	53	76	73	76	89	54	31	37	69	561
Drive Wrong Way	1	1	3	6	5	3	2	2	5	5	33
Pass at Pedestrian Corridor	0	2	3	2	3	0	2	0	0	0	12
Backing Up Unsafely	4	124	74	120	144	128	101	69	57	108	929
Park Improperly	2	9	4	11	15	9	5	7	9	6	77
Careless Driving	3	87	75	97	100	66	35	13	21	143	640
Lost Control/Off Roadway	2	136	100	110	102	65	38	16	19	6	594
Driverless Vehicle	0	0	3	1	1	0	1	0	0	1	7
Leave Stop Sign	0	49	30	46	49	44	37	22	39	22	338
Fail to Signal	0	4	0	0	2	1	3	0	1	2	13
Take Avoiding Action	0	52	29	45	39	38	15	7	10	1	236
Driver Inexperience	17	171	42	30	19	8	5	2	3	11	308
Pedestrian Error/Confusion	0	4	3	8	4	3	2	3	1	0	28
Not Stated	22	1761	1739	2620	3049	2596	1527	851	555	10134	24854
Total	86	5001	4962	7257	8366	7182	4209	2350	1605	11675	52693
At-fault rate/1,000 active licenced drivers	-.-	34.5	19.9	11.5	9.2	7.9	7.6	7.4	12.0	-.-	13.1

For all traffic collisions, the 16-19 age group recorded the highest rate of driving infractions at 34.5/1,000 active licenced drivers, followed by those aged 20-24, at 19.9.

There is a significant difference in the type of infractions committed by younger and older drivers. For those aged 16-19, the chief at-fault driver actions were "driving too fast for conditions" (16.8%), "following too closely" (11.6%), and "driver inexperience" (11.1%). For drivers over 64, the chief at-fault driver actions were "failing to yield" (25.3%), "backing up unsafely" (14.1%), and "turning improperly" (10.0%).

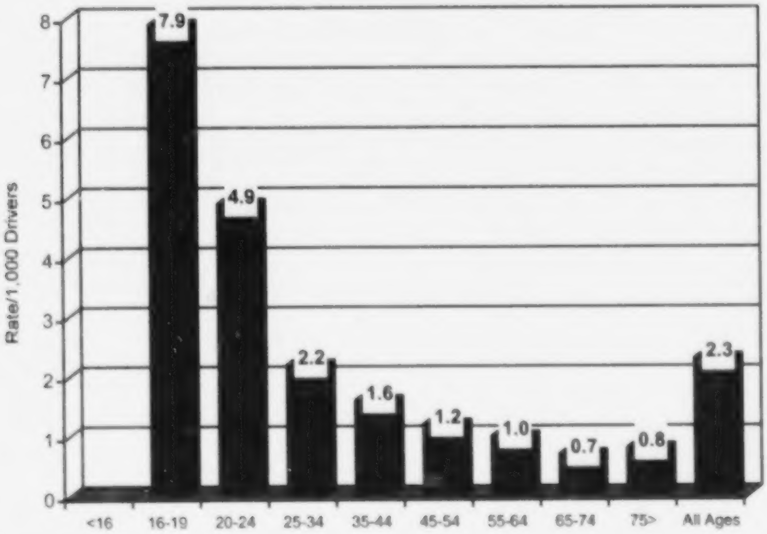
Rate of At-Fault Driver Actions
by 1,000 Active Licenced Drivers and Age Group
2003



This graph illustrates that among drivers committing at-fault driver actions, the 16-19 and 20-24 age groups reported the highest at-fault incidence (34.5/1,000 and 19.9/1,000 respectively). The rate for drivers aged 16-24, at 26.4/1,000, was more than double the rate for all age groups of 13.1/1,000.

The lowest rates occurred among the age groups 65-74 (7.4/1,000), 55-64 (7.6/1,000), and 45-54 (7.8/1,000).

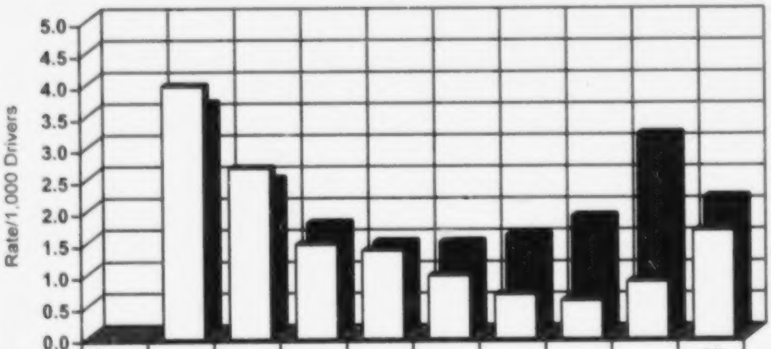
Speed-Related* At-Fault Driver Actions by 1,000 Active Licenced Drivers
2003



*Speed-related includes exceeding speed limit, drive too fast for conditions and unsafe operating speed.

Drivers in the 16-19 age group recorded the highest rate of at-fault speed-related driver actions, more than three times higher than for all age groups (7.9/1,000 active licenced drivers versus 2.3/1,000 active licenced drivers).

Fail to Yield and Follow Too Close Driver Actions Per 1,000 Active Licenced Drivers
2003



	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	All Ages
☐ Follow too close	-.-	4.0	2.7	1.5	1.4	1.0	0.7	0.6	0.9	1.7
■ Fail to Yield	-.-	3.6	2.4	1.7	1.4	1.4	1.5	1.8	3.1	2.1

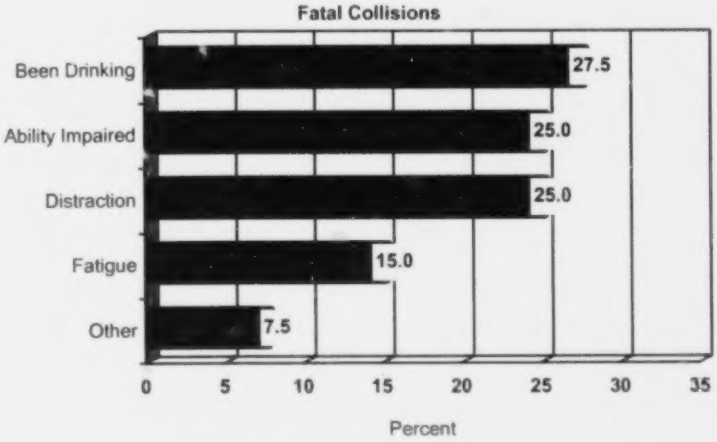
The "fail to yield" infraction recorded an overall involvement rate of 2.1 per 1,000 active licenced drivers. The 16-19 year age group recorded the highest rate, at 3.6/1,000, followed by drivers aged 75 or older, at 3.1/1,000. The "follow too closely" involvement rate for all drivers was 1.7/1,000 with the highest rates incurred by the 16-19 and 20-24 year age groups at 4.0/1,000 and 2.7/1,000 respectively.

Driver Involvement in Traffic Collisions by Human Condition and Collision Type
2003

Human Condition	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Apparently Normal	60	6376	18315	24751	47.0
Loss of Consciousness	0	26	21	47	0.1
Extreme Fatigue/Fell Asleep	6	55	69	130	0.3
Defective Eyesight	0	6	15	21	-.-
Defective Hearing	0	0	4	4	-.-
Medical Disability	1	3	8	12	-.-
Physical Disability	1	6	9	16	-.-
Mental Disability	0	1	2	3	-.-
Mental Confusion/Unable to Remember	1	15	27	43	0.1
Sudden Illness	0	6	4	10	-.-
Ability Impaired by Alcohol	10	126	221	357	0.7
Ability Impaired by Drugs	0	2	9	11	-.-
Had Been Drinking/Suspected Alcohol Use[1]	11	59	80	150	0.3
Distraction/Inattention	10	461	1037	1508	2.9
Exceed Hours of Service	0	0	3	3	-.-
Not Stated	46	5179	20402	25627	48.6
Total	146	12321	40226	52693	100.0

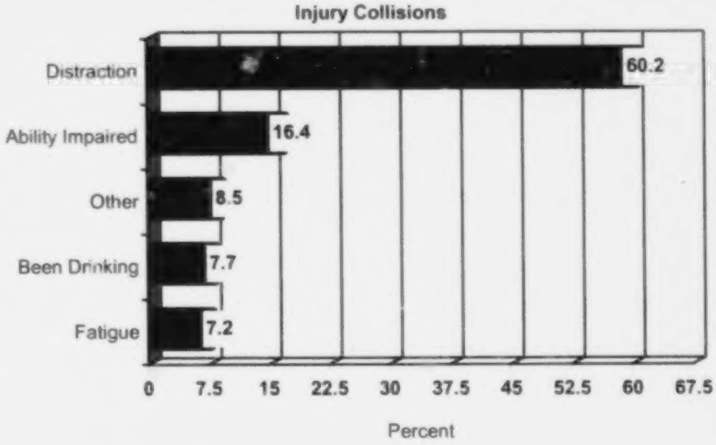
[1] These statistics represent only those collisions where alcohol involvement was apparent.

Comparison of At-Fault Human Condition Factors in Crashes

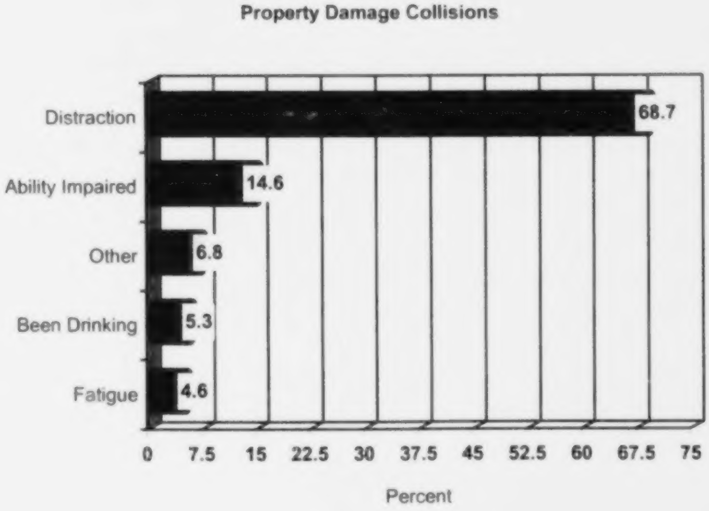


This graph demonstrates that among the at-fault drivers involved in fatal crashes, 52.5% were reported to have consumed alcohol. Of these drivers, 27.5% "had been drinking" while 25.0% had their "ability impaired by alcohol" and another 25.0% had been "distracted".

*other - medical/physical disability and cant remember.



This graph illustrates a substantially different pattern of at-fault drivers involved in injury-producing crashes. "Distraction/ inattention" (60.2%) was the most frequently reported at-fault driver condition followed by "impaired by alcohol" (16.4%) and "had been drinking" (7.7%).



"Distraction/inattention" is the most significant at-fault driver condition in property damage crashes, accounting for 68.7% of at-fault conditions. Alcohol consumption accounted for 19.9% of at-fault driver conditions in property damage collisions.

*For both injury and property damage collisions, other includes loss of consciousness, unable to remember, defective eyesight, hearing, medical, physical and mental disability, sudden illness, impaired drugs and exceed hours of service.

Driver Involvement in Fatal Traffic Collisions by Human Condition and Age Group 2003

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	0	6	4	9	16	7	9	5	4	0	60
Loss of Consciousness	0	0	0	0	0	0	0	0	0	0	0
Extreme Fatigue/Sleep	0	1	3	1	0	0	0	0	1	0	6
Defective Eyesight	0	0	0	0	0	0	0	0	0	0	0
Defective Hearing	0	0	0	0	0	0	0	0	0	0	0
Medical Disability	0	0	0	0	0	0	0	0	1	0	1
Physical Disability	0	0	0	0	1	0	0	0	0	0	1
Mental Disability	0	0	0	0	0	0	0	0	0	0	0
Mental Confusion	0	0	0	0	1	0	0	0	0	0	1
Sudden Illness	0	0	0	0	0	0	0	0	0	0	0
Ability Impaired Alcohol	0	2	3	3	0	1	1	0	0	0	10
Ability Impaired Drugs	0	0	0	0	0	0	0	0	0	0	0
Had Been Drinking Suspected Alcohol Use[1]	0	2	3	4	2	0	0	0	0	0	11
Distraction/Inattention	0	2	0	3	0	2	2	1	0	0	10
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	0	6	4	6	13	8	3	4	2	0	46
Total	0	19	17	26	33	18	15	10	8	0	146
At-fault rate/10,000 active licenced drivers	-.-	1.6	1.6	0.9	0.2	0.2	0.3	0.2	0.5	-.-	0.6

[1] These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age groups 16-19 and 20-24 recorded the highest reported rate of at-fault human condition factors in fatal collisions at 1.6/10,000 active licenced drivers.

"Had been drinking/suspected alcohol use" (27.5%), "ability impaired by alcohol" (25.0%)", and "distraction/inattention" (25.0%) were the primary contributing factors in fatal crashes where a known factor was identified.

Driver Involvement in Injury Traffic Collisions by Human Condition and Age Group 2003

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	10	595	736	1207	1330	1155	608	300	189	246	6376
Loss of Consciousness	0	4	1	4	7	4	2	3	1	0	26
Extreme Fatigue/Sleep	0	16	8	11	8	4	4	1	3	0	55
Defective Eyesight	0	0	0	0	0	3	0	1	1	1	6
Defective Hearing	0	0	0	0	0	0	0	0	0	0	0
Medical Disability	0	0	0	1	0	0	0	1	1	0	3
Physical Disability	0	0	0	1	2	0	0	0	3	0	6
Mental Disability	0	0	0	0	1	0	0	0	0	0	1
Mental Confusion	0	1	0	0	2	1	2	2	7	0	15
Sudden Illness	0	0	0	2	2	0	0	1	1	0	6
Ability Impaired Alcohol	1	16	27	33	32	11	5	1	0	0	126
Ability Impaired Drugs	0	1	0	0	0	1	0	0	0	0	2
Had Been Drinking Suspected Alcohol Use[1]	0	13	14	10	12	7	1	1	0	1	59
Distraction/Inattention	4	71	61	71	65	60	36	21	24	48	461
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	15	442	412	575	663	527	310	170	105	1960	5179
Total	30	1159	1259	1915	2124	1773	968	502	335	2256	12321
At-fault rate/1,000 active drivers	-.-	2.7	2.0	1.2	0.9	0.7	0.5	0.5	1.1	-.-	1.1

[1] These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 16-19 recorded the highest rate of at-fault human condition factors in injury collisions at 2.7/1,000 active drivers, followed by 20-24 at 2.0/1,000.

As a percentage of at-fault human condition collision factors among drivers aged 16-19, "distraction/ inattention" accounted for 58.2% and "impaired by alcohol" for 13.1%. In the 20 to 54 combined group, "distraction/inattention" accounted for 55.3% of at-fault human condition collision factors and "impaired by alcohol" for 22.1%.

For drivers 65 years and older "distraction" (61.6%) was the major at-fault human condition contributing factor in injury crashes, followed by "mental confusion" (12.3%).

Driver Involvement in Property Damage Traffic Collisions by Human Condition and Age Group 2003

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	28	1996	2040	3000	3597	3139	1911	1063	659	882	18315
Loss of Consciousness	0	3	2	1	4	5	2	2	2	0	21
Extreme Fatigue/Sleep	0	10	17	6	13	9	6	3	3	2	69
Defective Eyesight	0	0	3	1	0	3	2	0	5	1	15
Defective Hearing	0	0	0	0	0	0	0	1	2	1	4
Medical Disability	0	1	0	1	3	1	1	0	1	0	8
Physical Disability	0	1	0	1	1	1	1	1	3	0	9
Mental Disability	0	1	0	0	1	0	0	0	0	0	2
Mental Confusion	0	0	1	1	1	0	0	4	19	1	27
Sudden Illness	0	0	0	0	0	1	3	0	0	0	4
Ability Impaired Alcohol	0	24	47	54	49	35	7	2	0	3	221
Ability Impaired Drugs	0	1	0	2	2	0	1	1	0	2	9
Had Been Drinking Suspected Alcohol Use[1]	0	10	22	17	11	6	6	2	1	5	80
Distraction/Inattention	3	156	126	149	150	136	97	58	78	84	1037
Exceed Hours of Service	0	0	0	0	3	0	0	0	0	0	3
Not Stated	25	1620	1428	2083	2374	2055	1189	701	489	8438	20402
Total	56	3823	3686	5316	6209	5391	3226	1838	1262	9419	40226
At-fault rate/1,000 active drivers	-.-	4.6	3.9	2.0	1.7	1.4	1.3	1.3	2.9	-.-	2.2

[1] These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 16-19 recorded the highest rate of at-fault human condition factors in property damage collisions at 4.6/1,000, followed by 20-24 at 3.9/1,000 and 75+ at 2.9/1,000.

"Distraction/inattention" (68.7%), "ability impaired by alcohol" (14.6%), and "had been drinking/suspected alcohol use" (5.3%) were the primary at-fault human condition factors in property damage collisions where a known factor was identified.

Driver Involvement in All Traffic Collisions by Human Condition and Age Group 2003

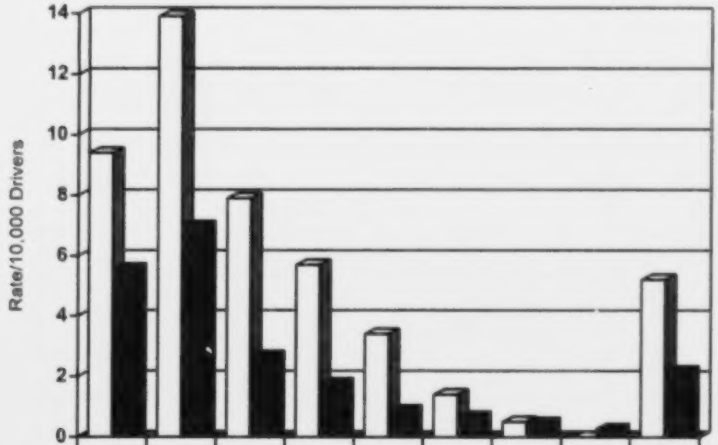
Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	38	2597	2780	4216	4943	4301	2528	1368	852	1128	24751
Loss of Consciousness	0	7	3	5	11	9	4	5	3	0	47
Extreme Fatigue/Sleep	0	27	28	18	21	13	10	4	7	2	130
Defective Eyesight	0	0	3	1	0	6	2	1	6	2	21
Defective Hearing	0	0	0	0	0	0	0	1	2	1	4
Medical Disability	0	1	0	2	3	1	1	1	3	0	12
Physical Disability	0	1	0	2	4	1	1	1	6	0	16
Mental Disability	0	1	0	0	2	0	0	0	0	0	3
Mental Confusion	0	1	1	1	4	1	2	6	26	1	43
Sudden Illness	0	0	0	2	2	1	3	1	1	0	10
Ability Impaired Alcohol	1	42	77	90	81	47	13	3	0	3	357
Ability Impaired Drugs	0	2	0	2	2	1	1	1	0	2	11
Had Been Drinking Suspected Alcohol Use[1]	0	25	39	31	25	13	7	3	1	6	150
Distraction/Inattention	7	229	187	223	215	198	135	80	102	132	1508
Exceed Hours of Service	0	0	0	0	3	0	0	0	0	0	3
Not Stated	40	2068	1844	2664	3050	2590	1502	875	596	10398	25627
Total	86	5001	4962	7257	8366	7182	4209	2350	1605	11675	52693
At-fault rate/1,000 active drivers	-.-	7.5	6.1	3.3	2.6	2.1	1.9	1.8	4.1	-.-	3.4

[1] These statistics are understated and represent only those collisions where alcohol involvement was apparent.

Overall, the 16-19 age group recorded the highest rate of at-fault human condition factors at 7.5/1,000, followed by 20-24 at 6.1/1,000, and 75> at 4.1/1,000.

"Distraction/inattention" (65.1%), "ability impaired by alcohol" (15.4%), and "had been drinking" (6.5%) were the primary at-fault human condition factors.

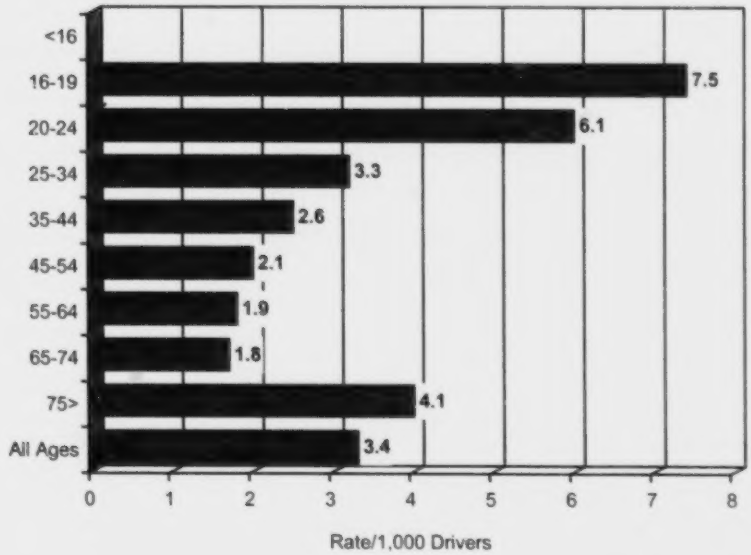
Alcohol-Related Human Condition Factors by 10,000 Active Licenced Drivers and Age Group 2003



	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	All Ages
☐ Impaired Alcohol	9.4	13.9	7.9	5.7	3.4	1.4	0.5	0.0	5.2
■ Had Been Drinking	5.6	7.0	2.7	1.8	0.9	0.7	0.5	0.3	2.2

The 20-24 age group was most affected by alcohol, with 13.9/10,000 active licenced drivers involved in collisions believed to have been impaired and 7.0/10,000 suspected of having been drinking. They were followed by those aged 16-19 at 9.4/10,000 and 5.6/10,000 respectively. There was a general decline in alcohol involvement with older age groups.

Rate of At-Fault Human Condition Factors by 1,000 Active Licenced Drivers and Age Group 2003



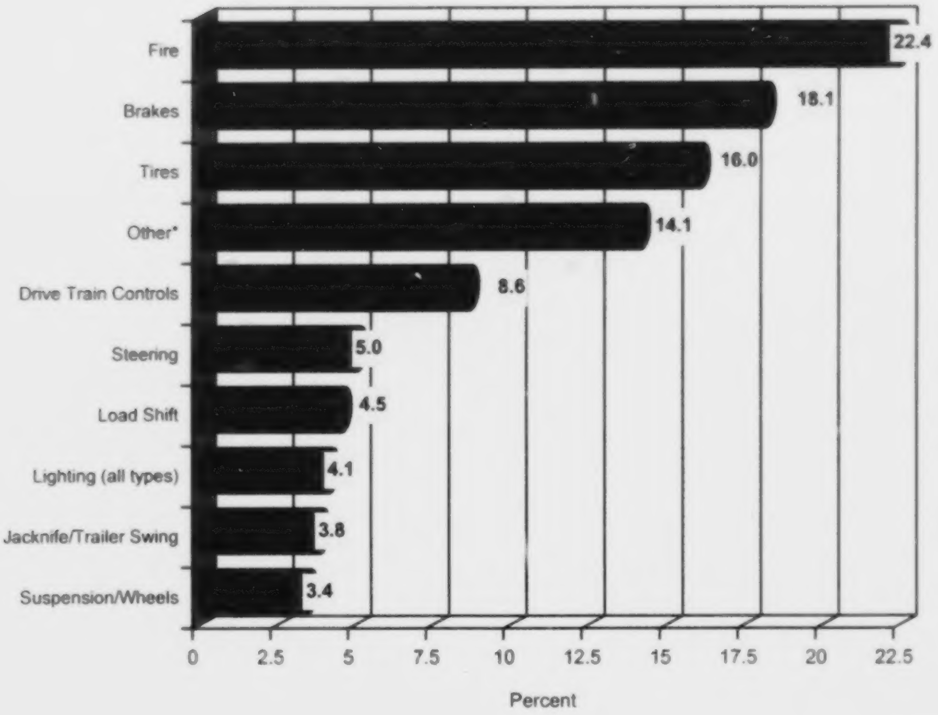
The 16-19 age group recorded the highest rate of at-fault human condition factors, at 7.5/1,000 active licenced drivers, followed by the 20-24 age group at 6.1/1,000 and the 75+ age group at 4.1/1,000.

Vehicle Involvement in Traffic Collisions by Vehicle Defect and Collision Type 2003

Vehicle Defect[1]	Collision Type			Total	%
	Fatal	Injury	P. Damage		
No Apparent Defect	70	6425	18225	24720	42.9
Defective Brakes	1	26	49	76	0.1
Defective Steering	0	2	19	21	0.1
Defective Headlights	0	3	0	3	-.-
Defective Brake Lights	0	0	2	2	-.-
Defective Lighting (Unspecified)	0	5	7	12	-.-
Defective Engine Controls/Drive Train	0	5	31	36	0.1
Defective Suspension/Wheels	0	2	12	14	-.-
Defective Tires	1	19	47	67	0.1
Defective Tow Hitch/Yoke	0	1	10	11	-.-
Defective Exhaust System	0	3	1	4	-.-
Hood/Tailgate/Door/Covering Opened	0	0	6	6	-.-
Defective Glazing (obscured window)	0	3	5	8	-.-
Vehicle Modifications	1	1	5	7	-.-
Fire	0	1	93	94	0.2
Overloaded/Oversized	0	1	10	11	-.-
Load Shifted/Spilled	0	2	17	19	0.1
Jack-Knife/Trailer Swing	0	0	16	16	-.-
Hydroplaning of Tires	0	1	11	12	-.-
Not Stated	77	6327	26046	32450	56.4
Total	150	12827	44612	57589	100.0

[1] *The reader is cautioned that the "vehicle defect" statistics are obtained from the traffic accident reports completed by the person reporting the collision and as such they may be unaware of any vehicle defect.*

Of the total number of vehicles involved in traffic collisions, 42.9% had "no apparent defect" at the time of collision occurrence. Only 0.7% or 419 of the vehicles involved were reported to have had a vehicle defect that contributed to a collision.



Distribution of At-Fault Vehicle Defect Factors
in Collision Causation
2003

*Other includes defective exhaust system, defective tow hitch, overloaded/oversized, hydroplaning of tires, vehicle modifications, defective glazing and hood/tailgate/covering opening.

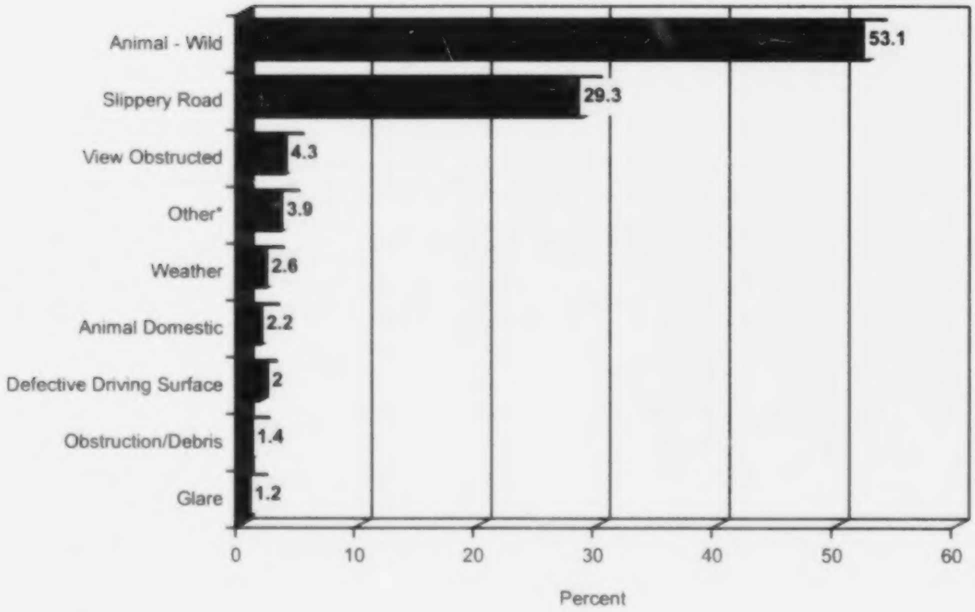
The distribution of at-fault "vehicle defects" is based on 419 vehicles involved in traffic collisions that had a *readily apparent* defect at time of collision occurrence.

Vehicle Involvement in Traffic Collisions by Environmental Condition and Collision Type 2003

Environmental Condition	Collision Type			Total	%
	Fatal	Injury	P. Damage		
No Apparent Contributing Factor	130	11702	38142	49974	86.8
Animal Action – Wild	2	237	3801	4040	7.0
Animal Action – Domestic	0	22	147	169	0.3
Slippery Road Surface	7	517	1705	2229	3.9
Snow Drift	1	12	66	79	0.1
Obstruction/Debris on Roadway	0	28	82	110	0.2
View Obstructed/Limited	0	84	247	331	0.6
Glare	2	37	56	95	0.2
Construction Zone	0	15	24	39	0.1
Defective Driving Surface	3	56	93	152	0.3
Shoulders Defective	0	7	11	18	-.-
Lane Markings Inadequate	0	1	3	4	-.-
Defective/Inoperative Traffic Control Device	0	9	10	19	-.-
Weather	4	62	133	199	0.3
Pedestrian Corridor in Use	0	14	5	19	-.-
Uninvolved Vehicle	0	16	68	84	0.2
Uninvolved Pedestrian	0	2	7	9	-.-
Presence of Prior Accident	1	6	12	19	-.-
Total	150	12827	44612	57589	100.0

Environmental conditions were cited as contributing factors for 13.2% of all vehicles involved in traffic collisions. The most significant factors were "wild animal action" and "slippery road surface".

Distribution of At-Fault Environmental Factors in Collision Causation
2003

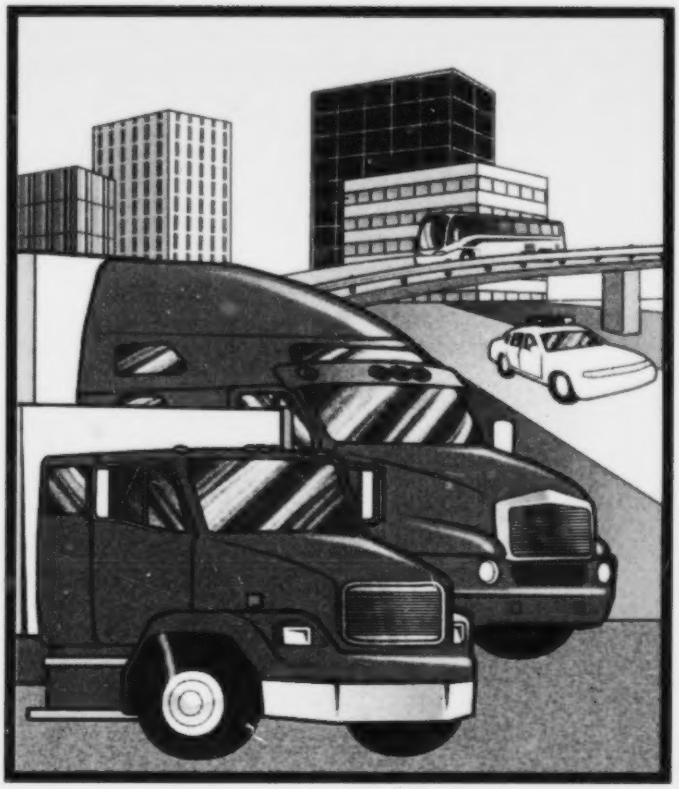


*Other includes snow drift, construction zone, uninvolved pedestrian/vehicle, pedestrian corridor, prior accident, defective shoulders, traffic control device and lane markings.

Environmental conditions were a factor in the involvement of 7,615 vehicles in collisions.

Section 10

National Safety Code Monitoring Report



INTRODUCTION TO SECTION 10

This section indicates commercial vehicle involvement in collisions. The table on page 110 indicates the type and number of commercial vehicles involved in fatal, injury, and property damage collisions. The table on page 111 indicates the number of individuals killed or injured in collisions involving commercial vehicles.

The National Safety Code vehicle categories include: trucks greater than 4500 kilograms, tractor/semi-trailers, other trucks, school buses, transit buses, intercity buses, and other buses. These vehicles are defined as follows:

Truck greater than 4500 kilograms (unit chassis)- includes all straight trucks with a gross vehicle mass 4,500 kg. and over on the vehicle registration. DOES NOT include truck tractors with a fifth wheel assembly.

Power Unit for Semi-Trailer - truck tractors used for the moving of cargo in or on a trailer by means of a fifth wheel connection. DOES NOT include pickups equipped with a fifth wheel.

Truck (Other) - used if the type and size of truck is unknown.

School Bus - a bus authorized for the transportation of students to or from school and related school activities.

Transit Bus (Urban) - a bus used for commercial carrying of passengers within an urban area.

Inter-City Bus - a bus licenced for inter-city or provincial travel.

Bus (Other) - includes personal use of buses and bus type conversions, but does not include original equipment manufacture type; for example, buses converted to motorhomes.

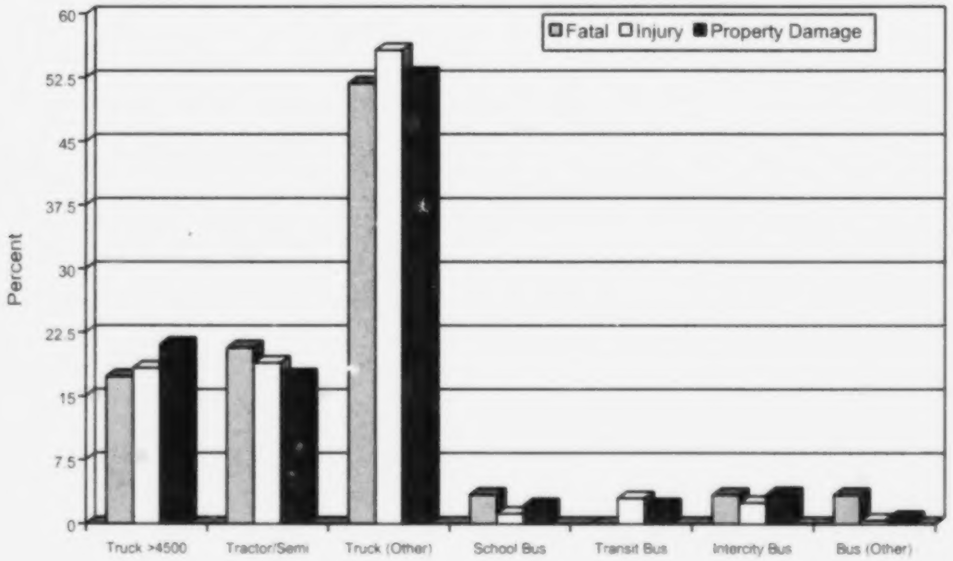
Those vehicles bearing a National Safety Code Number are entered onto the National Safety Code Collision Monitoring Report.

Commercial Vehicle Traffic Collisions[1]
by NSC Commercial Vehicle Category and Collision Type
2003

Vehicle Category	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Truck >4500 kg	5	128	502	635	20.5
Tractor/Semi	6	132	414	552	17.8
Truck (Other)	15	389	1258	1662	53.5
School Bus	1	8	52	61	2.0
Transit Bus	0	21	52	73	2.3
Intercity Bus	1	17	82	100	3.2
Bus (Other)	1	3	17	21	0.7
Total	29	698	2377	3104	100.0

[1] Chart presents the number of commercial vehicles involved in traffic accidents by NSC vehicle category.

Percentage Comparison of Commercial Vehicle Collisions
by NSC Commercial Vehicle Category and Collision Type
2003

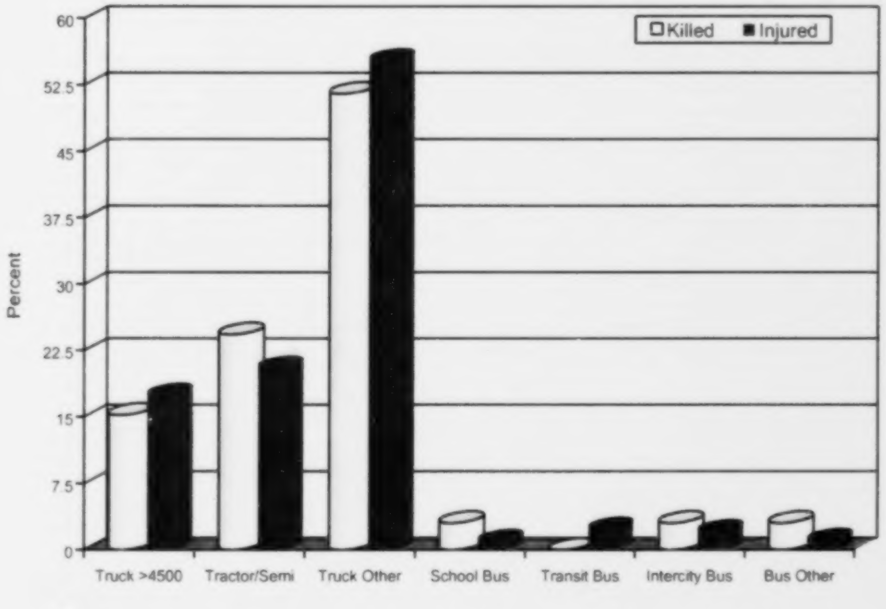


Commercial Vehicle Traffic Collision Victims[1]
by NSC Commercial Vehicle Category and Injury Type
2003

Vehicle Category	Injury Type		Total	%
	Killed	Injured		
Truck >4500 kg	5	184	189	17.5
Tractor/Semi	8	216	224	20.7
Truck (Other)	17	580	597	55.2
School Bus	1	10	11	1.0
Transit Bus	0	25	25	2.3
Intercity Bus	1	22	23	2.1
Bus (Other)	1	12	13	1.2
Total	33	1049	1082	100.0

[1] Chart presents the number of people killed or injured when a commercial vehicle was involved in traffic accidents by NSC vehicle category.

Comparison of Commercial Vehicle Traffic Collision Victims
by NSC Commercial Vehicle Category and Injury Type
2003



Commercial Vehicle Involvement in Traffic Collisions by Pre-Collision Activity and Collision Type 2003

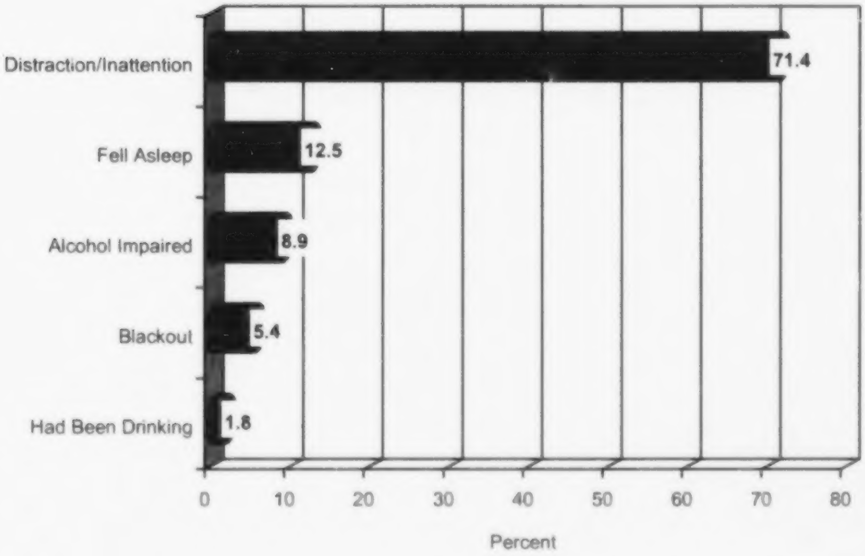
Pre-Collision Activity	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Going Straight Ahead	11	190	484	685	45.0
Turning Left	1	25	93	119	7.8
Turning Right	0	17	109	126	8.3
Making U Turn	0	1	5	6	0.4
Changing Lanes – Left	0	1	16	17	1.1
Changing Lanes – Right	0	5	25	30	2.0
Merging	0	2	2	4	0.3
Reversing	0	3	90	93	6.1
Overtaking	1	5	5	11	0.7
Slowing/Stopping on Roadway	0	9	13	22	1.4
Stopped in Traffic	0	16	67	83	5.4
Starting in Traffic	0	1	8	9	0.6
Leave Parking Position/Roadside	0	0	5	5	0.3
Enter Parking Position/Roadside	0	1	5	6	0.4
Parked Legally	0	5	54	59	3.9
Parked Illegally	0	0	1	1	0.1
Swerving	0	7	0	7	0.5
Not Applicable	1	40	198	239	15.7
Total	14	328	1180	1522	100.0

Of the total NSC vehicles involved in traffic collisions, 45.0% (685) were moving "straight ahead" when accident involvement occurred, 16.1% (245) were "turning left/right" and 6.1% (93) were "reversing".

Commercial Driver Involvement in Traffic Collisions by At-Fault Human Condition and Collision Type
2003

Human Condition	Collision Type			Total	%
	Fatal	Injury	P. Damage		
Apparently Normal	11	162	557	730	48.0
Blackout	0	3	0	3	0.2
Fell Asleep	0	2	5	7	0.4
Ability Impaired – Alcohol	0	1	4	5	0.3
Had Been Drinking/Suspected Alcohol Use	0	1	0	1	0.1
Distraction/Inattention	0	15	25	40	2.6
Not Stated	3	144	589	736	48.4
Total	14	328	1180	1522	100.0

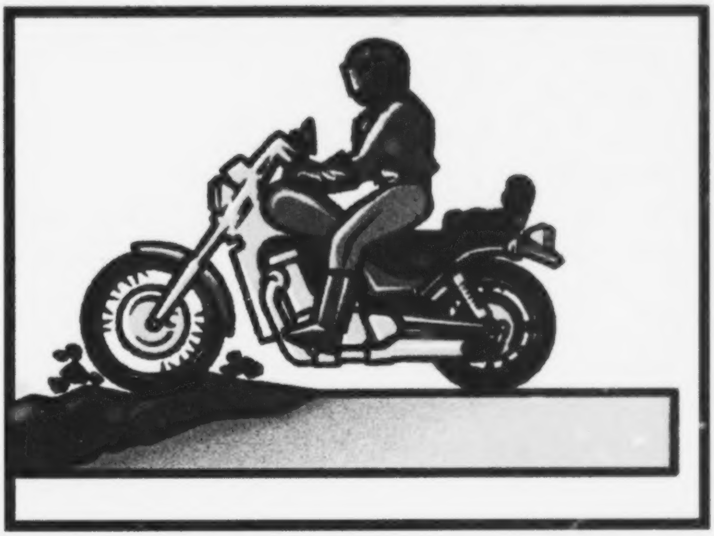
Distribution of At-Fault Human Condition Factors in Commercial Vehicle Traffic Collisions
2003



Known at-fault human condition factors accounted for 56 (3.7%) of the total commercial driver involvement in traffic collisions.

Section 11

Off-Road Vehicle Collisions



Collision Summary
1994 – 2003

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Collisions	97	141	128	139	123	110	116	113	100	123
Fatal	9	11	7	12	10	8	9	9	4	7
Injury	59	84	84	87	64	76	64	72	62	80
Property Damage	29	46	37	40	49	26	43	32	34	36
Total Victims	82	114	110	127	94	104	89	99	91	109
Killed	9	11	8	15	10	8	10	10	5	7
Injured	73	103	102	112	84	96	79	89	86	102
Total Vehicles Involved	127	198	181	193	160	142	164	151	129	149
Fatal	11	16	8	21	13	9	17	13	8	8
Injury	78	110	118	116	83	99	85	95	73	92
Property Damage	38	72	55	56	64	34	62	43	48	49
Total Drivers Involved	122	192	174	181	159	139	163	141	127	148
Fatal	11	16	8	19	12	9	15	13	7	8
Injury	76	106	116	108	83	97	84	87	73	91
Property Damage	35	70	50	54	64	33	64	41	47	49

Total accidents increased by 23.0%, from 100 in 2002 to 123 in 2003. Fatal accidents increased from 4 to 7. Injury collisions (62 to 80) increased by 29.0% while property damage collisions (34 to 36) increased by 5.9%.

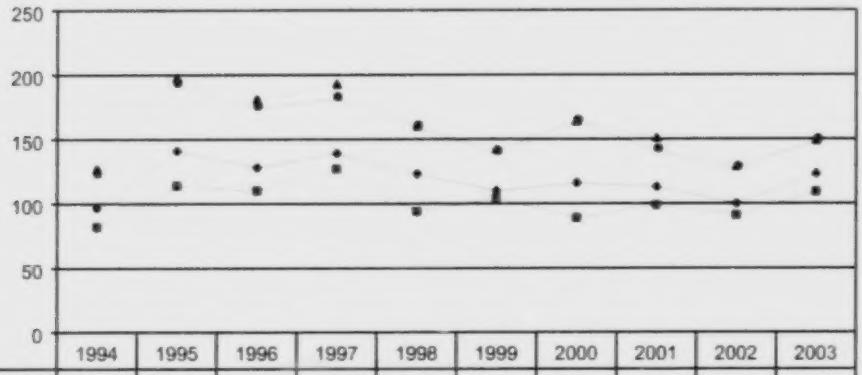
The overall number of collision victims increased by 19.8% from 91 in 2002 to 109 in 2003. The number of victims killed increased from 5 to 7. Victims injured increased by 18.6% from 86 in 2002 to 102 in 2003.

There were a total of 149 off-road vehicles involved in collisions in 2003, 15.5% more than the 129 recorded in 2002. The number of off-road vehicles involved in fatal accidents was unchanged at 8. Those involved in injury collisions increased by 26.0% from 73 in 2002 to 92 in 2003. Property damage vehicle involvement increased by 2.1% from 48 in 2002 to 49 in 2003.

The overall number of drivers involved in off-road vehicle collisions increased by 16.5% from 127 in 2002 to 148 in 2003. The number of drivers involved in fatal collisions increased from 7 in 2002 to 8 in 2003. Drivers involved in injury collisions increased by 24.7% from 73 in 2002 to 91 in 2003. Drivers involved in property damage collisions increased from 47 in 2002 to 49 in 2003, a 4.3% increase.

Comparison of Total Off-Road Vehicle Collisions by Collision Victims, Vehicle and Driver Involvement

1994 – 2003



	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
◆ Collisions	97	141	128	139	123	110	116	113	100	123
■ Victims	82	114	110	127	94	104	89	99	91	109
▲ Vehicles	127	198	181	193	160	142	164	151	129	149
● Drivers	122	192	174	181	159	139	163	141	127	148

Collision Summary
by Vehicle Involvement
2003

	Snowmobile	ATV[1]	Motorcycle	Other[2]	Total
Total Victims	46	42	7	14	109
Killed	0	5	1	1	7
Injured	46	37	6	13	102
Total Vehicles Involved	76	47	8	18	149
Fatal	0	6	1	1	8
Injury	46	33	6	7	92
Property Damage	30	8	1	10	49
Total Drivers Involved	76	47	8	17	148
Fatal	0	6	1	1	8
Injury	46	33	6	6	91
Property Damage	30	8	1	10	49

[1] ATV (All Terrain Vehicles) includes 3, 4 and 6 wheel types.

[2] Vehicles not registered as an off-road vehicle, including not stated category.

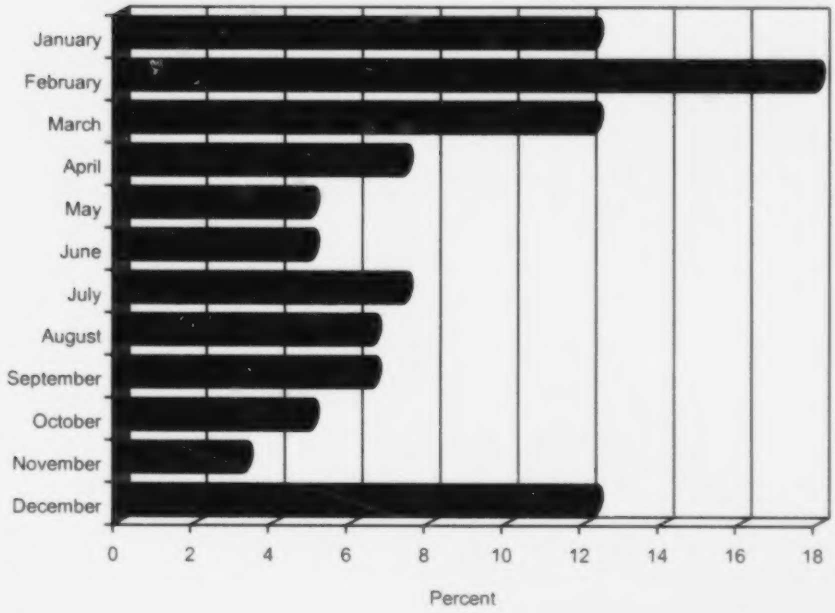
Snowmobiles accounted for 42.2% of all victims, 51.0% of all vehicles involved, and 51.4% of all drivers involved.

Collision Summary
By Month of Occurrence and Collision Type
2003

Month	Collision Type			Total	%
	Fatal	Injury	Property Damage		
January	0	10	5	15	12.2
February	0	12	10	22	17.9
March	2	8	5	15	12.2
April	0	7	2	9	7.3
May	1	4	1	6	4.9
June	1	5	0	6	4.9
July	1	7	1	9	7.3
August	0	7	1	8	6.5
September	1	4	3	8	6.5
October	1	4	1	6	4.9
November	0	3	1	4	3.2
December	0	9	6	15	12.2
Total	7	80	36	123	100.0

Of 123 off-road vehicle collisions, 22 occurred in February and 15 each in January, March, and December. Two of seven fatal collisions occurred in March. The greatest number of injury collisions occurred in February and January which accounted for 12 and 10 respectively.

Distribution of Total Off-Road Vehicle Collisions
by Month of Occurrence
2003

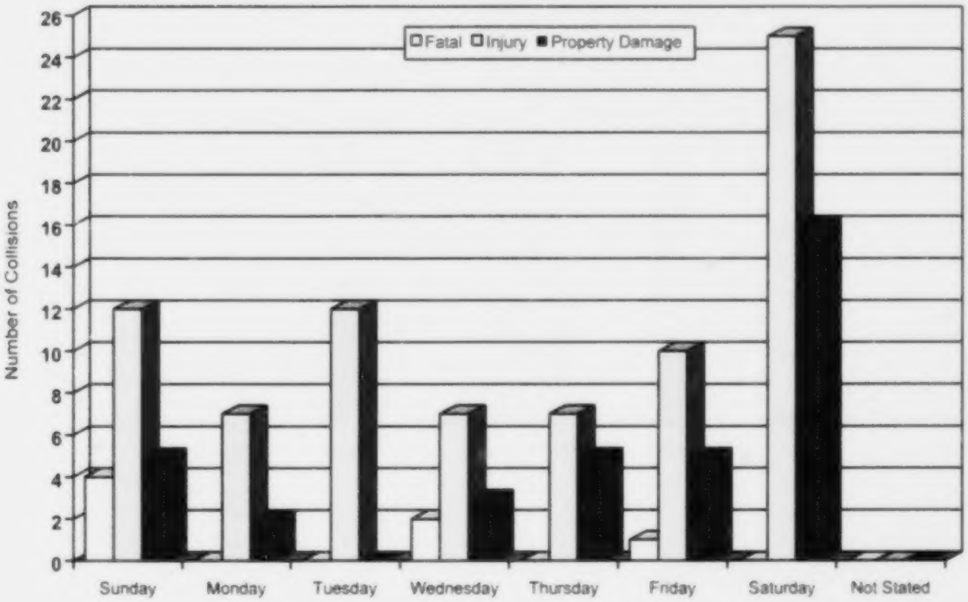


Collision Summary
By Day of Occurrence and Collision Type
2003

Day	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Sunday	4	12	5	21	17.0
Monday	0	7	2	9	7.3
Tuesday	0	12	0	12	9.8
Wednesday	2	7	3	12	9.8
Thursday	0	7	5	12	9.8
Friday	1	10	5	16	13.0
Saturday	0	25	16	41	33.3
Not Stated	0	0	0	0	0.0
Total	7	80	36	123	100.0

Collisions which resulted in deaths occurred on Sunday (4), Wednesday (2), and Friday (1). Off-road injury collisions happened most often on Saturday (25), Sunday (12), and Tuesday (12) while these crashes occurred least often on Monday, Wednesday, and Thursday (7 each).

Comparison of Off-Road Vehicle Collisions
by Day of Occurrence and Collision Type
2003

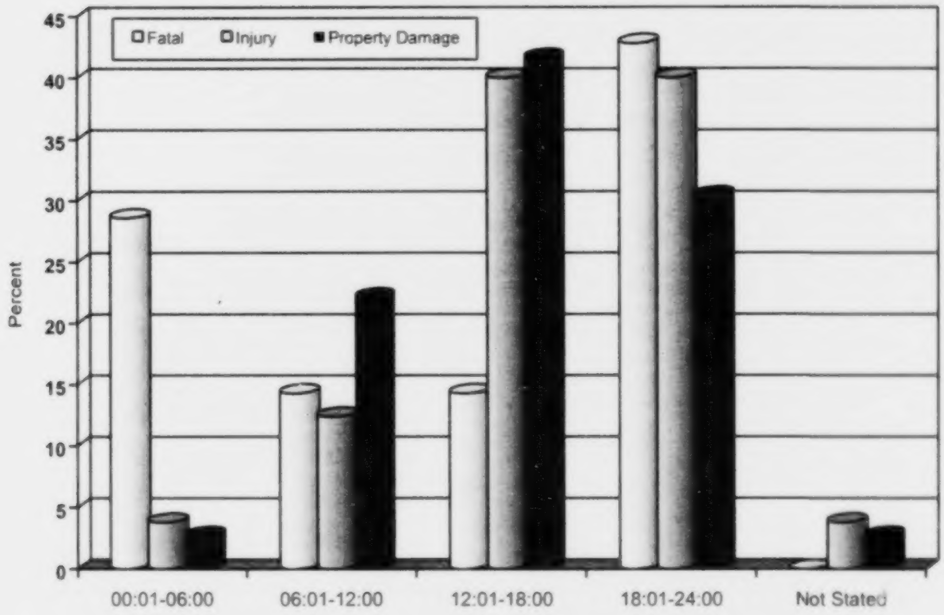


Collision Summary
By Time of Occurrence and Collision Type
2003

Time	Collision Type			Total	%
	Fatal	Injury	Property Damage		
00:01 – 06:00	2	3	1	6	4.9
06:01 – 12:00	1	10	8	19	15.4
12:01 – 18:00	1	32	15	48	39.0
18:01 – 24:00	3	32	11	46	37.4
Not Stated	0	3	1	4	3.3
Total	7	80	36	123	100.0

The primary periods for off-road vehicle collisions were between 12:01 – 18:00 (39.0%) and 18:01 – 24:00 (37.4%).

Comparison of Total Off-Road Vehicle Collisions
by Time of Occurrence and Collision Type
2003

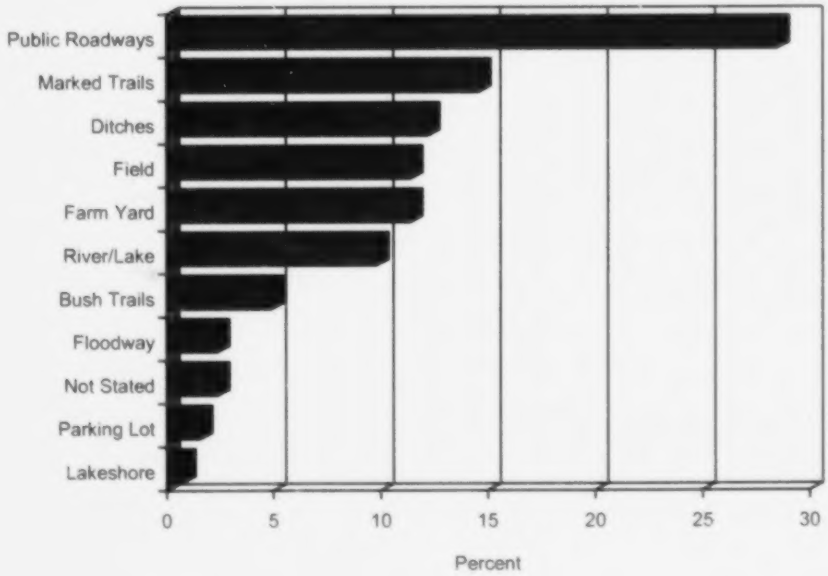


Collision Summary
By Location
2003

Location	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Public Roadway	4	22	9	35	28.5
Ditches	0	10	5	15	12.2
River/Lake	0	8	4	12	9.8
Field	2	9	3	14	11.4
Bush Trails/Winter Road	0	5	1	6	4.9
Farm Yard/Private Property	1	10	3	14	11.4
Marked/Groom Trails	0	10	8	18	14.6
Parking Lot	0	0	2	2	1.6
Lakeshore	0	1	0	1	0.8
Floodway/Diversion	0	3	0	3	2.4
Not Stated	0	2	1	3	2.4
Total	7	80	36	123	100.0

"Public roadways" (28.5%), "marked/groom trails" (14.6%), and "ditches" (12.2%) were the most frequently identified locations of off-road vehicle collisions.

Distribution of Total Off-Road Vehicle Collisions
by Collision Location
2003



Off-Road Vehicle Collision Victims
by Age Group, Injury Type, and Sex
2003

Age Group	Injury Type						Total Victims
	Killed			Injured			
	Male	Female	Total	Male	Female	Total	
0-4	0	0	0	0	0	0	0
5-9	0	0	0	2	0	2	2
10-14	0	0	0	3	6	9	9
15-19	1	0	1	10	5	15	16
20-24	0	0	0	13	2	15	15
25-34	3	0	3	15	7	22	25
35-44	1	0	1	14	2	16	17
45-54	0	0	0	13	3	16	16
55-64	1	0	1	3	0	3	4
65>	1	0	1	1	0	1	2
Not Stated	0	0	0	2	1	3	3
Total	7	0	7	76	26	102	109

Male victims made up 76.1% (83) of all persons killed or injured, whereas females made up 23.9% (26). Of 109 victims, the 25-34 age group accounted for the highest percentage, at 22.9% (25). They were followed by the age group 35-44, at 15.6% (17).

Off-Road Vehicle Collision Victims
by Safety Equipment and Injury Type
2003

Safety Equipment	Injury Type		Total Victims
	Killed	Injured	
Safety Helmet Worn	0	39	39
Safety Helmet Not Worn	6	32	38
Not Stated	1	26	27
Not Applicable[1]	0	5	5
Total	7	102	109

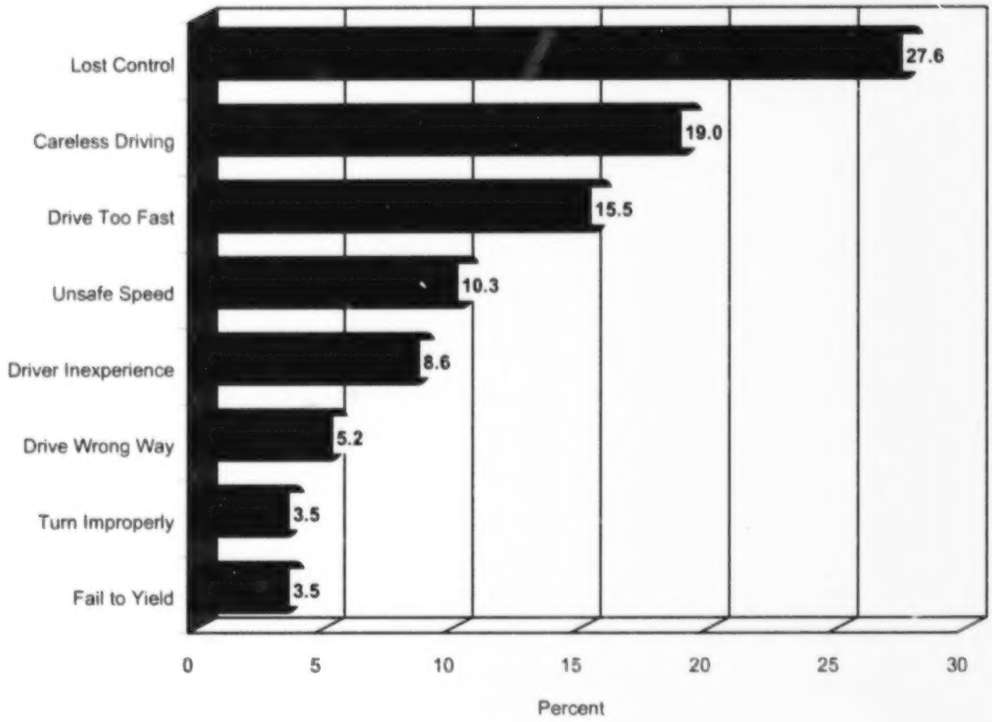
[1] Does not apply to victims who were not driver/occupants of off-road vehicles

Of the total number of off-road vehicle collision victims, 34.9% (38) were reported as not wearing a safety helmet at time of collision occurrence while 35.8% (39) were reported as wearing a safety helmet.

Driver Involvement
by Driver Action and Collision Type
2003

Driver Action	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Drive Properly [1]	1	40	32	73	49.3
Follow Too Closely	0	1	0	1	0.7
Turn Improperly	0	2	0	2	1.3
Drive Too Fast For Conditions	2	6	1	9	6.1
Unsafe Operating Speed	1	3	2	6	4.1
Fail to Yield	0	1	1	2	1.3
Disobey Traffic Control	0	1	0	1	0.7
Drive Wrong Way	1	2	0	3	2.0
Back Unsafely	0	0	1	1	0.7
Careless Driving	0	7	4	11	7.4
Lost Control/Drive off Roadway	2	14	0	16	10.8
Take Avoiding Action	0	0	1	1	0.7
Driver Inexperience	1	2	2	5	3.4
Leave stop sign before safe	0	0	0	0	0.0
Not Stated	0	12	5	17	11.5
Total	8	91	49	148	100.0

[1] No apparent improper driving action.



Comparison of At-Fault Driver Actions
in Off-Road Vehicle Collisions
2003

At-fault driver actions accounted for 58 (39.2%) of all driver actions resulting in off-road vehicle collisions. Of these at-fault driving actions, "lost control" (27.6%), "careless driving" (19.0%), and "drive too fast for conditions" (15.5%) were the most frequently identified driver actions contributing to off-road vehicle collisions.

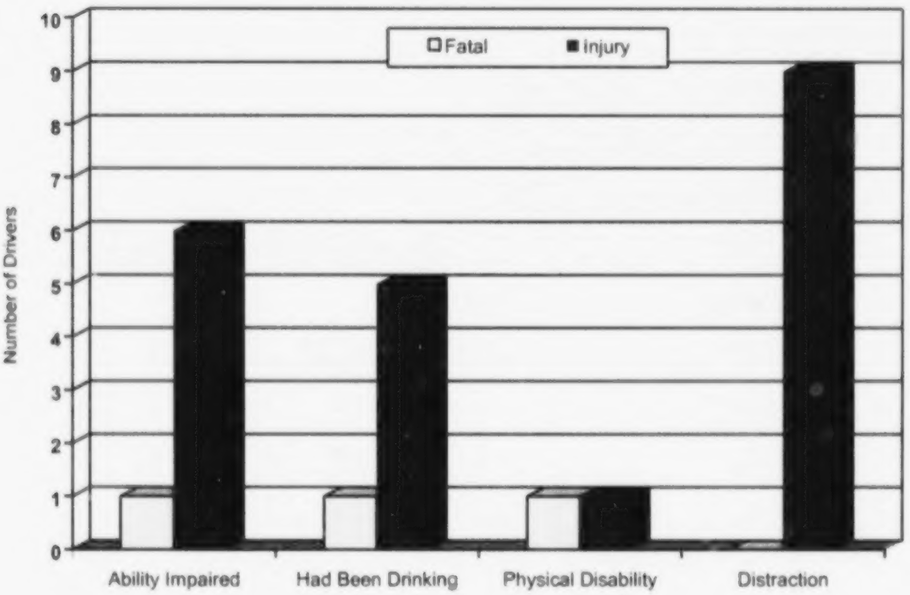
Driver Involvement
by At-Fault Human Condition Factors and Collision Type
2003

Human Condition	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Apparently Normal	4	69	44	117	79.1
Physical Disability	1	1	0	2	1.3
Mental Disability	0	0	1	1	0.7
Ability Impaired by Alcohol	1	6	1	8	5.4
Had Been Drinking/Suspected Alcohol Use[1]	1	5	0	6	4.0
Distraction	0	9	1	10	6.8
Not Stated	1	1	2	4	2.7
Total	8	91	49	148	100.0

[1] These statistics are understated and represent only those collisions where alcohol involvement was apparent.

Of the 148 drivers involved in off-road vehicle collisions, 27 or 18.2% were known to have at-fault human condition factors. Of the 8 drivers involved in fatal off-road vehicle collisions, 3 were known to have at-fault human condition factors. Overall, "distraction", "ability impaired by alcohol" and "had been/suspected alcohol use" were reported as the most common at-fault human condition factors.

Comparison of At-Fault Human Condition Factors
by Fatal and Injury Collision Type
2003

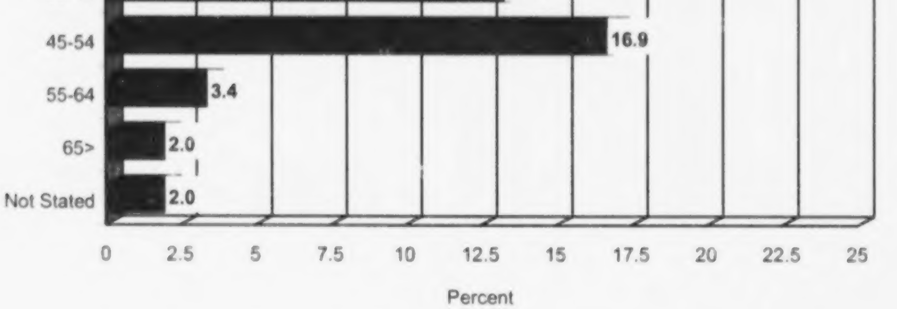


Driver Involvement
by Age Group and Collision Type
2003

Age Group	Collision Type			Total	%
	Fatal	Injury	Property Damage		
<16	0	11	4	15	10.1
16-19	1	15	7	23	15.6
20-24	0	12	5	17	11.5
25-34	3	21	13	37	25.0
35-44	1	13	6	20	13.5
45-54	1	15	9	25	16.9
55-64	1	2	2	5	3.4
65>	1	1	1	3	2.0
Not Stated	0	1	2	3	2.0
Total	8	91	49	148	100.0

Of the total number of drivers involved in off-road vehicle collisions, 25.0% were aged 25-34, 16.9% were 45-54, and 15.6% were aged 16-19.

Distribution of Total Driver Involvement in Off-Road Vehicle Collisions
by Age Group
2003



Section 12

Alcohol-Related Criminal Code Offences

Total Alcohol-Related Criminal Code Offences by Accident/No Accident Involvement

1986 – 2002[1]

Year	Alcohol Content Over .08		Impaired Driving				Refuse Sample		Total
	253-B		253-A		255-2	255.3	254-5		
	No Accident	With Accident	No Accident	With Accident	Injury	Death	No Accident	With Accident	
1986	3802	528	490	132	22	4	560	113	5651
1987	3699	580	503	120	29	2	563	108	5604
1988	3395	535	467	146	33	2	559	115	5252
1989	3392	494	370	110	33	6	484	95	4984
1990	3276	421	332	73	28	2	411	73	4616
1991	3339	373	321	52	44	2	398	62	4591
1992	2683	335	269	55	41	3	321	45	3752
1993	2210	308	282	52	29	3	274	59	3217
1994	2208	308	344	61	34	2	292	70	3319
1995	2298	180	366	39	25	3	227	37	3175
1996	2133	134	303	31	24	0	227	23	2875
1997	2378	141	338	28	37	3	250	27	3202
1998	2413	74	377	27	36	1	274	17	3219
1999	2400	60	423	18	29	3	309	11	3253
2000	1945	14	488	5	34	4	241	4	2735
2001	1780	3	568	6	35	2	185	1	2580
2002	1649	6	607	4	20	4	143	0	2433
% Change 01-02	-7.4	[1]	6.9	[1]	[1]	[1]	-22.7	[1]	-5.7

[1] Driver and Vehicle Licencing's alcohol statistic collection is structured to accommodate a "two-year" updating period due to a potential backlog in the court process. Consequently, there is a one-year delay in reporting alcohol statistics.

[1] Percentage change statistics not calculated due to low frequency count.

Overall, there has been a 57.0% decrease in the number of alcohol-related Criminal Code offences between 1986 and 2002, 5,651 to 2,433. Possible reasons for the decrease include the introduction of stiffer penalties in 1986 and the introduction of Manitoba's countermeasure program in 1989. These penalties may have accounted for an immediate 4.7% (276) decrease between 1985 and 1986, and a further decrease of 11.8% (667) between 1986 and 1989. Manitoba's countermeasure program may also have initiated a decrease of 7.4% (368) from 4,984 in 1989 to 4,616 in 1990 and a further 47.3% (2,183) decline to 2,433 in 2002. The level of law enforcement may also be a factor.

Total Alcohol-Related Criminal Code Offences[1]
by Age Group
1986-2002

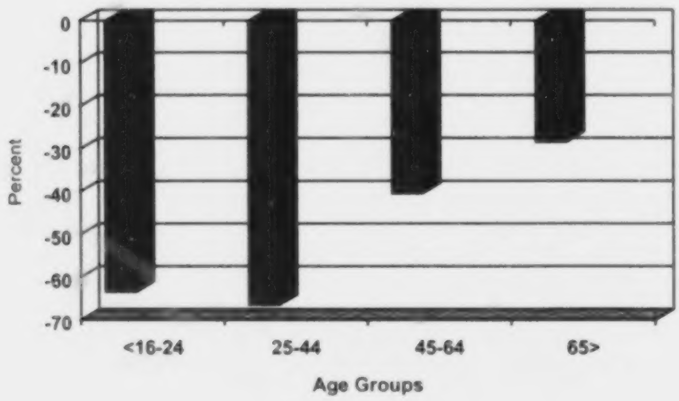
	<16	16-17	18-20	21-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75>	Total
1986	12	150	752	1176	1103	802	567	365	234	177	147	103	43	14	6	5651
1987	12	169	784	1093	1061	801	541	441	254	179	125	84	38	14	8	5604
1988	6	156	654	945	1066	745	552	416	271	174	130	83	38	12	4	5252
1989	9	124	622	909	983	755	516	392	242	163	133	65	46	19	6	4984
1990	10	119	583	744	940	704	538	341	223	179	92	73	46	19	5	4616
1991	12	104	520	709	923	728	527	389	240	176	110	71	47	26	9	4591
1992	4	86	426	606	667	624	431	365	206	129	83	62	42	13	8	3752
1993	7	64	286	494	584	543	402	292	194	146	79	67	31	22	6	3217
1994	5	49	363	473	553	566	435	288	205	138	88	86	42	24	4	3319
1995	3	82	364	471	518	547	422	278	177	111	86	59	33	11	13	3175
1996	7	66	366	388	447	394	387	267	208	151	71	66	32	10	15	2875
1997	7	105	430	495	451	440	440	302	201	130	78	50	44	18	11	3202
1998	7	109	349	448	495	459	455	306	227	163	82	49	39	25	6	3219
1999	13	81	412	504	484	445	429	330	248	151	56	46	28	15	11	3253
2000	12	75	345	430	396	368	354	298	198	102	66	42	23	14	12	2735
2001	11	91	357	379	384	334	322	259	177	128	54	44	22	15	3	2580
2002	11	85	333	338	359	309	277	282	175	102	78	39	24	10	11	2433
% Change 86-02	[2]	-43.3	-55.7	-71.3	-67.5	-61.5	-51.1	-22.7	-25.2	-42.4	[2]	[2]	[2]	[2]	[2]	-57.0

[1] Includes alcohol content over .08, impaired driving causing injury and/or death, and refuse sample.

[2] Percentage change statistics not calculated due to low frequency count.

Between 1986 and 2002, the number of alcohol related Criminal Code offences declined by 57.0% from 5,651 to 2,433. All age groups between 16 and 74 recorded declines in total alcohol-related Criminal Code offences in that period. The most substantial declines occurred among drivers aged 21-24, 25-29, and 30-34, amounting to 71.3%, 67.5%, and 61.5% respectively.

Comparison of Percentage Change Statistics by Selected Age Groups
1986- 2002



Comparison of Alcohol-Related Criminal Code Offences by Active Licenced Drivers and Selected Age Group 1986, 1990 and 2002[1]

Age Group	1986			1990			2002		
	Total Alcohol	% Total Alcohol	% Active Licenced Drivers	Total Alcohol	% Total Alcohol	% Active Licenced Drivers	Total Alcohol	% Total Alcohol	% Active Licenced Drivers
16-24[2]	2090	37.0	19.1	1456	31.5	16.3	767	31.5	14.4
25-44	2837	50.2	45.6	2523	54.6	46.4	1227	50.5	37.6
45-64	661	11.7	24.4	567	12.3	25.0	394	16.2	32.8
65>	63	1.1	10.9	73	1.6	12.3	45	1.8	15.2
Total	5651	100.0	100.0	4619	100.0	100.0	2433	100.0	100.0

[1] Years chosen to reflect changes to Criminal Code penalties and the introduction of Manitoba's countermeasure program.

[2] Includes statistics for individuals <16 who were convicted of alcohol-related Criminal Code offence but who are not licenced drivers.

The percentage of alcohol-related Criminal Code alcohol offences accounted for by drivers under age 25 is consistently double their portion of the licenced driver population. The percentage of total offences held by drivers aged 25-44 is about 25% higher than their portion of the licenced driver population while for drivers aged 45-64 it's about 50% below their percentage of licenced drivers.

Licenced drivers up to the age of 24 consistently record the highest rate of Criminal Code alcohol offences. Although accounting for 19.1% of all licenced drivers in 1986, they committed 37.0% of all offences. In 2002, they accounted for 14.4% of licenced drivers and 31.5% of offences.

Drivers between the ages of 25 to 44 years continue to record the highest incidence of alcohol-related Criminal Code offences and the highest percentage of licenced drivers. In the years 1986, 1990, and 2002 respectively, drivers in this group made up 45.6%, 46.4% and 37.6% of licenced drivers and 50.2% (2,837), 54.6% (2,523) and 50.5% (1,227) of Criminal Code offences.

Drivers in the age group 45-64 made up 24.4%, 25.0% and 32.8% of licenced drivers and 11.7% (661), 12.3% (567) and 16.2% (394) of Criminal Code offences in 1986, 1990 and 2002 respectively.

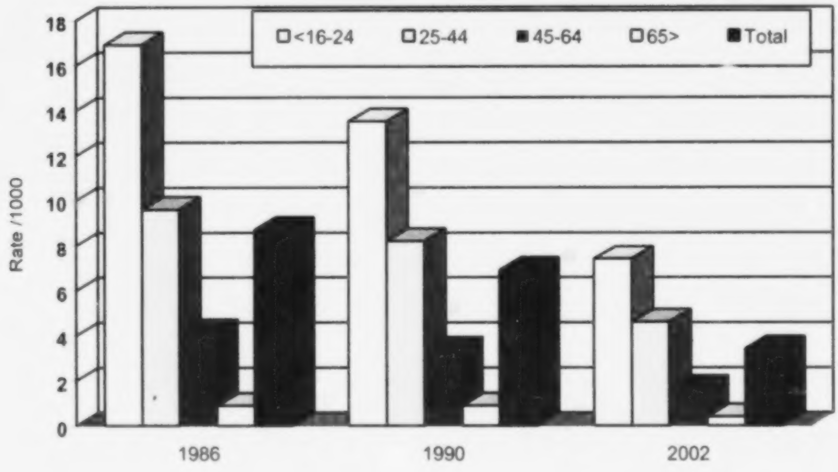
Older drivers are less likely to be involved in alcohol-related Criminal Code offences. Drivers over 64 made up 10.9%, 12.3% and 15.2% of the total licenced drivers but accounted for only 1.1% (63), 1.6% (73) and 1.8% (45) of Criminal Code offences in 1986, 1990 and 2002.

Ratio of Alcohol-Related Criminal Code Offences to Licenced Drivers by Selected Age Group 1986, 1990 and 2002

Age Group	1986			1990			2002		
	Alcohol Offences [1]	Licenced Drivers	Rate /1000	Alcohol Offences	Licenced Drivers	Rate /1000	Alcohol Offences	Licenced Drivers	Rate /1000
<16-24	2090	123707	16.9	1456	108060	13.5	767	103114	7.4
25-44	2837	294105	9.6	2523	308301	8.2	1227	269357	4.6
45-64	661	157412	4.2	567	166000	3.4	394	234580	1.7
65>	63	70251	0.9	73	82203	0.9	45	108742	0.4
Total	5651	645475	8.7	4619	664564	6.9	2433	715793	3.4

[1] For comparative purposes the report assumes each alcohol-related Criminal Code conviction is for a single licenced driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

Comparison of Relative Involvement Rate /1000 by Age Groups 1986, 1990 and 2002

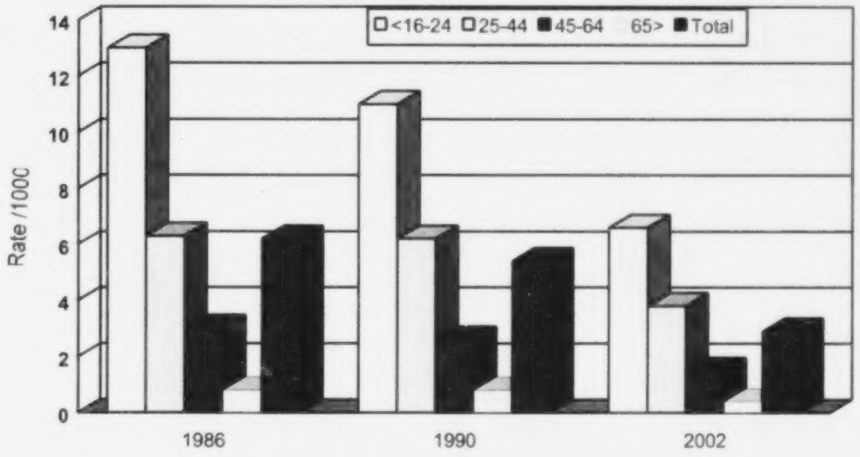


- For the period examined, drivers convicted of alcohol related offences decreased by 54.3% from 5,651 in 1986 to 2,433 in 2002. The driver involvement rate declined by 50.9%, from 8.7/1,000 to 3.4/1,000.
- For every 1,000 licenced drivers aged up to 24, there were 16.9, 13.5 and 7.4 drivers who had committed an alcohol-related Criminal Code offence for each respective year. The 2002 rate for this age group was 56.2% below the 1986 rate.
- The rates for young drivers were about 40% higher than the rates for drivers aged 25-44, 9.6, 8.2, and 4.7, and 75% higher than for drivers aged 45-64, at 4.2, 3.4 and 1.8.
- The 65 and older drivers had the lowest rate of involvement per 1,000 drivers, 0.9 in both 1986 and 1990 and 0.4 in 2002.

Driver Involvement in First Occurrence Alcohol-Related Criminal Code Offences by Age Group 1986, 1990 and 2002

Age Group	1986			1990			2002		
	Alcohol Offences	Licenced Drivers	Rate /1000	Alcohol Offences	Licenced Drivers	Rate /1000	Alcohol Offences	Licenced Drivers	Rate /1000
<16-24	1606	123707	13.0	1185	108060	11.0	683	103114	6.6
25-44	1874	294105	6.3	1917	308301	6.2	1026	269357	3.8
45-64	476	157412	3.0	436	166000	2.6	342	234580	1.5
65>	57	70251	0.8	63	82203	0.8	40	108742	0.4
Total	4013	645475	6.2	3601	664564	5.4	2091	715793	2.9

Comparison of First Occurrence Relative Involvement Rate /1000
by Age Groups
1986, 1990 and 2002

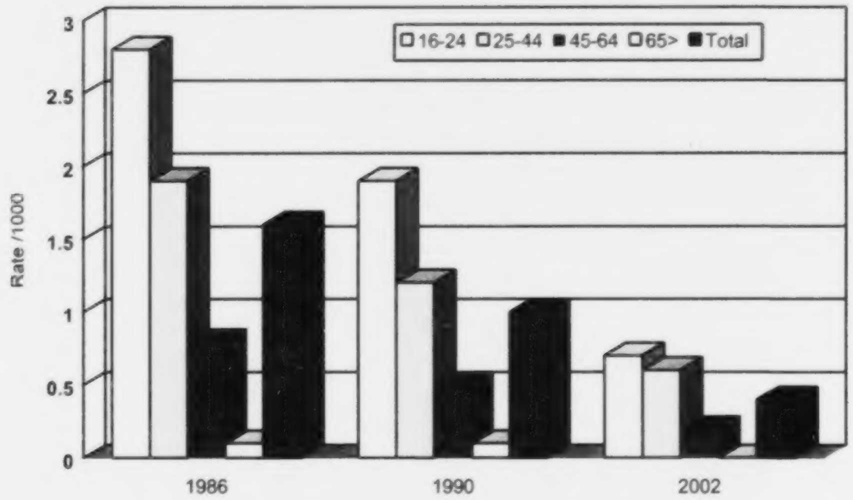


- The number of drivers convicted of first offence alcohol-related convictions decreased by 47.9% from 4,013 in 1986 to 2,091 in 2002.
- Comparing the numbers for 1986 and 2002, there was a 57.5% drop for the <16-24 group, 45.2% decrease for the 25-44 group, 28.1% decrease for the 45-64 age group, and a 29.8% decrease for the 65> age group.
- For every 1,000 licenced drivers within the age range of <16-24, there were 13.0, 11.0 and 6.6 drivers who committed an alcohol-related offence in each respective year. While the relative involvement rate for these young drivers was more than double the rate for 25-44 year old drivers (13.0 versus 6.3) in 1986 their relative involvement rate later fell to levels about 43% higher than 25-44 year old drivers (in 1990, 11.0 versus 6.2; in 2002, 6.6 versus 3.8). However, the rate for young drivers has consistently been about four times higher than for drivers aged 45-64 (3.0, 2.6 and 1.5). The 65 and older drivers have the lowest rate of involvement per 1,000 drivers, 0.8 in both 1986 and 1990, and 0.4 in 2002.

Driver Involvement in Second Occurrence Alcohol-Related Criminal Code Offences by Age Group 1986, 1990 and 2002

Age Group	1986			1990			2002		
	Alcohol Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000
<16-24	350	123707	2.8	204	108060	1.9	73	103114	0.7
25-44	551	294105	1.9	373	308301	1.2	151	269357	0.6
45-64	121	157412	0.8	88	166000	0.5	40	234580	0.2
65>	4	70251	0.1	6	82203	0.1	3	108742	-.-
Total	1026	645475	1.6	671	664564	1.0	267	715793	0.4

Comparison of Second Occurrence Relative Involvement Rate /1000 by Age Groups 1986, 1990 and 2002



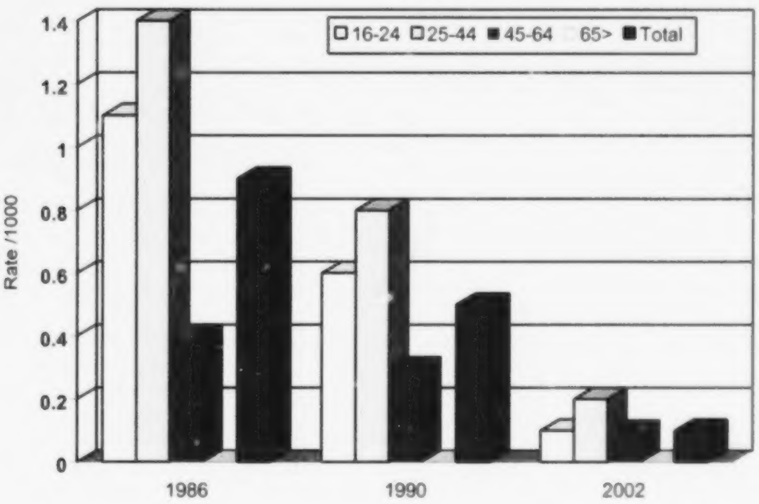
- Overall, the total number of drivers convicted of second offence alcohol-related Criminal Code offences decreased by 74.0% from 1,026 in 1986 to 267 in 2002.
- The rate for drivers in the highest involved age group <16-24 dropped 79.1% from 350 in 1986 to 73 in 2002. Similarly, the second ranked age group 25-44 recorded a 72.6% decrease from 551 in 1986 to 151 in 2002.
- Drivers over the age of 65 maintained a relative involvement rate of 0.1 per 1,000 drivers for 1986 and 1990. The rate for 2002 was negligible.

Driver Involvement in Third and Subsequent Occurrence Alcohol-Related Criminal Code Offences
by Selected Age Group
1986, 1990 and 2002

Age Group	1986			1990			2001		
	Alcohol [1] Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000	Alcohol Convictions	Licenced Drivers	Rate /1000
<16-24	134	123707	1.1	67	108060	0.6	11	103114	0.1
25-44	412	294105	1.4	233	308301	0.8	50	269357	0.2
45-64	64	157412	0.4	43	166000	0.3	12	234580	0.1
65>	2	70251	-.-	1	82203	-.-	2	108742	-.-
Total	612	645475	0.9	344	664564	0.5	75	715793	0.1

[1] For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licenced driver, although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

Comparison of Third and Subsequent Occurrence Relative Involvement Rate /1000
by Selected Age Groups
1986, 1990 and 2002



- The total number of drivers convicted of third and subsequent occurrence alcohol-related Criminal Code offences decreased by 87.7% from 612 in 1986 to 75 in 2002.
- Drivers in the age group 25-44 recorded the highest involvement rate. However, the number involved declined by 87.9% from 412 in 1986 to 50 in 2002. The <16-24 age group, which had the second highest involvement rate, decreased by 91.8% from 134 to 11.
- The third highest age group 45-64 decreased by 81.2% from 64 in 1986 to 12 in 2002.

Total Alcohol-Related Criminal Code Offences
by Age Group and Conviction Type
2002*

Age Group	Alcohol Content Over .08		Impaired Driving				Refuse Sample		Total
	253-B		253-A		255-2	255-3	254-5		
	No Accident	With Accident	No Accident	With Accident	Injury	Death	No Accident	With Accident	
<16	5	0	3	0	1	0	2	0	11
16-17	59	0	18	0	3	1	4	0	85
18-20	235	1	79	0	6	2	10	0	333
21-24	242	0	78	0	0	0	18	0	338
25-29	249	1	85	0	1	0	23	0	359
30-34	209	1	81	0	3	0	15	0	309
35-39	180	1	67	1	3	1	24	0	277
40-44	180	0	76	0	2	0	24	0	282
45-49	115	0	44	3	0	0	13	0	175
50-54	70	1	28	0	0	0	3	0	102
55-59	47	1	27	0	0	0	3	0	78
60-64	25	0	10	0	1	0	3	0	39
65-69	17	0	6	0	0	0	1	0	24
70-74	6	0	4	0	0	0	0	0	10
75>	10	0	1	0	0	0	0	0	11
Total	1649	6	607	4	20	4	143	0	2433

* *Driver and Vehicle Licencing's alcohol statistics collection is structured to accommodate a "two year" updating period due to a potential backlog in the court process. Consequently, there is a one-year delay in reporting alcohol statistics.*

Glossary

Ability Impaired by Alcohol	Driver had consumed a sufficient quantity of alcohol to impair their physical/mental condition.
Ability Impaired by Drugs	Driver had used a controlled substance and was legally impaired in the judgement of a law enforcement officer.
Accident	Refer to collision.
All-terrain Vehicle	An off-road vehicle which operates on three or more low pressure tires, has a seat designed to be straddled by the operator, and has handle bars for steering the vehicle.
Antique Vehicle	A car, truck or motorcycle that is more than thirty years old at the time of application for registration. A motor vehicle registered as an antique car, truck or motorcycle can be driven only when: a. taking it to be repaired or serviced; b. displaying it to the public in a parade or procession and driving it to or from such a parade or procession, c. driving it in an antique car, truck or motorcycle rally as authorized by the Registrar of Motor Vehicles.
Collision	A reportable motor vehicle collision is one that results in a fatality, injury and/or total property damage exceeding $1,000.00.
Commercial Truck	A truck (or trailer) used to transport the registered owner's (or lessee's) own business goods: a. beyond a radius of 20 kilometres of the City of Winnipeg, where the registered owner's business address is in the City of Winnipeg, b. beyond a radius of 30 kilometres of a city, town or village other than the City of Winnipeg, where the registered owner's address is not in the City of Winnipeg.
Contributing Factors	Those events or circumstances that directly contribute to a traffic collision: Driver Action: Used to determine if the actions performed immediately prior to the collision may have been a factor in causing the collision.

Contributing Factors con't	Those events or circumstances that directly contribute to a traffic collision: Human Condition: Used to determine if a driver's medical condition may have been a major factor in contributing to collision causation. Vehicle Condition: Used to determine if a vehicle has a mechanical defect that may have been a factor in collision causation. Environmental Condition: Used to determine if environmental factors are in some way responsible for the collision.
Dealer	A recognized person who in the course of his business buys, sells, exchanges, advertises, exhibits or offers for sale, or acts as a broker of, or commission agent in respect of new or used vehicles of a type required to be registered under *The Highway Traffic Act* and/or *The Taxicab Act*, and as such, is allowed to purchase for their own use dealer licence plates that can be affixed to a motor vehicle under their care.
Driverless Vehicle/ Ran Out of Control	Includes improperly parked vehicles, vehicles set in motion by failure of parking brakes, vandalism, etc., without a driver in control. Includes cases where young children start and/or attempt to operate vehicles.
Farm Truck	A motor vehicle classified as a "truck" at time of registration and is owned by a person engaged in farming.
Fatal Collision	A motor vehicle collision which results in death to one or more individuals within 30 days of the collision.
Had Been Drinking/ Suspected Alcohol Use	Driver had consumed alcohol, but his/her physical condition was not legally impaired or tested for legal impairment.
Hydroplaning of tires	Refers to water on the roadway. The contact between the vehicle's tires and the roadway surface was eliminated.

Injury Collision	A motor vehicle collision which results in non-fatal injury to one or more individuals.
Livery	A vehicle licenced under *The Highway Traffic Act* for the transportation of persons for compensation and is licenced to operate in the Province according to terms issued by the Motor Transport Board.
Moped	A motor vehicle which: a. has 2 tandem wheels or 3 wheels, each of which is more than 250 millimetres in diameter, b. has a seat or saddle having a minimum unladen height of 650 millimetres, when measured from the ground level to the top of the forward most part of the saddle, c. is capable of being driven at all times by pedals only if so equipped, by motor only or by both pedals and motor, and d. the motor has a piston displacement of not more than 50 cubic centimetres, or is an electric motor neither of which is capable of enabling the moped to attain a speed greater than 50 km/h.
Motorcycle	A motor vehicle, other than a tractor which: a. is designed to travel on not more than three wheels in contact with the ground, and b. has a seat or saddle for the use of the rider sitting astride thereof and is capable of attaining a speed of 50 km/h or more, c. and includes a bicycle with a motor attached by which it is driven, a motor scooter.
Not Stated	Reporting document does not contain the necessary information for a particular category.
Off-Road Vehicle (ORV)	Included in this category are the following: snowmobiles, off-road vehicle motorcycles, all-terrain vehicles, amphibious vehicles, dune/sport buggy and 4 wheel drive vehicles operated off-road.
Passenger Vehicle	A motor vehicle classified by the manufacturer as a passenger car or which is designed, constructed or adapted for the principle purpose of transporting passengers and includes a delivery car, but does not include a motorcycle, moped or motor vehicle which is designed, constructed or adapted for the purpose of carrying goods or commodities.
Property Damage Collision	A motor vehicle collision in which damage to vehicle and/or property was $1,000.00 or more, and which did not result in death or injury.

Public Service Vehicle (PSV)	A motor vehicle or trailer operated by or on behalf of any person, for transportation for gain or compensation of persons or property upon a highway, and includes a semi-trailer truck; but does not include the passenger-carrying-motor vehicles of an electric, or steam railway or motor bus company operating on the streets of a city, or school buses, ambulances or hearses or motor vehicle operated for gain or compensation under *The Taxicab Act* or a municipal by-law in cities, towns, and villages.
Repairer	A person who maintains a garage for the purpose of rendering services therein upon motor vehicles and/or trailers, at a charge, price or consideration; or who owns and operates a fleet of five or more motor vehicles or trailers; or both, and maintains a facility for their repair, is permitted under *The Highway Traffic Act* to obtain "Repairer" licence plates to be used to transport motor vehicles for repair from place of origin to the repair facility and return, and the testing of the motor vehicle after the repair work has been completed.
Rural Collision	A collision occurring on the provincial highway system where the posted legal speed limit is 90 or 100 km/h.
Safety Equipment	Seatbelts, safety helmets and child restraints.
Snowmobile Collision	A snowmobile collision which results in death, injury and/or total property damage of $1,000.00 or more.
Snow Vehicle	A vehicle that has a gross vehicle weight in exceeding 454 kilograms and a. is not equipped with wheels, but in place thereof is equipped with tractor treads alone or with tractor treads and skis, or with skis and a propeller, or is a toboggan equipped with tractor treads or a propeller, b. is designed primarily for operating over snow or ice, and is used primarily for that purpose, and c. is designed to be self-propelled.

Taxicab	A motor vehicle had, kept, used, intended for use, or operated, for the transportation of persons for compensation, and includes such vehicles when garaged or under repair; but does not include a. a public service vehicle, b. a trolley bus or passenger-carrying motor vehicle or a public transportation system operating on the streets of a city, c. a school bus, d. an ambulance, e. a hearse, or f. a motor vehicle, or vehicle of a class of motor vehicles, that The Taxicab Board established under *The Taxicab* Act excludes from the definition of a taxicab under that Act.
Tractor	A self-propelled vehicle that is designed primarily for traction purposes, and that is not itself constructed to carry a load other than the driver, and includes a farm tractor but does not include a truck tractor or a special mobile machine.
Trailer	A vehicle designed for carrying persons or chattels, and for being towed by a motor vehicle, and includes a farm trailer but does not include an implement of husbandry that is temporarily towed, propelled, or moved upon a highway.
Truck	A motor vehicle or semi-trailer truck that is not a delivery car and that is constructed or adapted to carry goods, wares, and merchandise, freight or commodities, but not passengers or luggage.
U-Drive (Drive Yourself Vehicle)	A motor vehicle or trailer, kept for hire, that may be hired or rented without a drivers by the hour, day, week or longer but for which a single rental period is less than 30 days.
Urban Collision	A collision occurring on the provincial highway system where the posted legal speed limit is 50 or 60 km/h.
Vehicle Modification	A motor vehicle in which the axles, body, brakes, engine, steering control or suspension have been substantially altered or replaced with components of a different design or capacity from that approved by the manufacturer of the original vehicle.
Victims	All persons killed or injured in a motor vehicle related collision occurring on a public roadway.